

American Aviation

➤ *The Independent Voice of American Aeronautics*

JULY 1, 1947

Toward Better Service

WHILE THE Civil Aeronautics Board's performance during recent years has been anything but brilliant, there have been a few decisions since the first of the year which indicate that the Board can recognize a trend when it has to.

It was CAB Chairman James M. Landis who first gave cognizance to changes in route patterns made necessary by the faster DC-6 and the Constellation when he spoke in Los Angeles several months ago.

"Our map for years has been a DC-3 map," he said.

"With the entry of four-

engined craft, we have had to reshape that map so that the routes will be more in line with the distances and times that can be flown with these new craft."

Then in May came a CAB decision of great significance which did much to reshape the transcontinental route pattern which had existed largely unchanged for a decade. This was the constructive decision in which American's routes 4 and 30, United's routes 1 and 11, and TWA's routes 2 and 44, were respectively consolidated so that the three transcontinentals could carry traffic between Chicago and Los Angeles with modern equipment without resorting to artificial tracks or lines on the map that were laid down in the DC-3 era.

What the Board said in that decision was important and, we hope, augurs a similarly farsighted outlook on subsequent actions, although there are times when the Board seems to contradict itself after making a good start.

"The advent of larger aircraft has offered the advantages of greater speed and range making possible non-stop flights of much greater distances than were possible with smaller aircraft," the Board said. "To take full advantage of the technological developments of air transportation in many instances it is necessary to alter the existing route patterns. During recent months the Board has been called upon to make numerous adjustments in route patterns eliminating historical junction points between different routes of the same carrier and thereby increased the number of potential non-stop operations."

Later on, the Board said with equal emphasis: "Larger aircraft with greater range would make possible non-stop flights between large traffic-generating points were it not for the restrictive effect of existing route patterns. The consolidations of routes proposed herein is another instance in which we are called upon to make route adjustments to permit improvements in service benefiting

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Fortnightly Review



Two Decades with Pan Am

Andre A. Priester, vice president and chief engineer of Pan American Airways, has played a leading role in development of the company's world-wide operations. Priester, who began his aviation career with Royal Dutch Airlines in 1920, this month marks his 20th anniversary of service with Pan Am. (See story on page 32.)

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An
International
Quarterly Journal

SUMMER 1947

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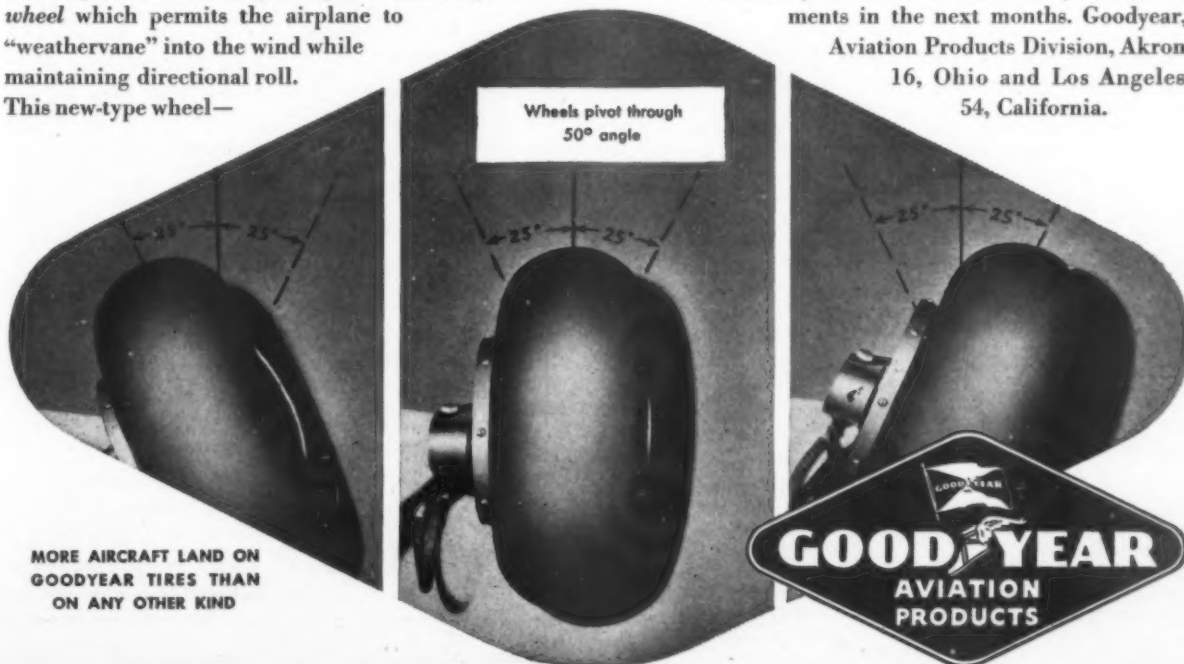
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fully automatic, and requiring no special levers or controls — returns to normal “in line” position when airborne, *casters instantly* upon runway contact. Veteran pilots were skeptical — until they proved it themselves *without special instruction* in winds up to 30 mph. Goodyear is pushing work to get this revolutionary wheel to you. Watch for availability announcements in the next months. Goodyear, Aviation Products Division, Akron 16, Ohio and Los Angeles 54, California.



**MORE AIRCRAFT LAND ON
GOODYEAR TIRES THAN
ON ANY OTHER KIND**

Notes in the News

Premature Airport Planning

While CAA's experimental program for development of cross-wind landing gear suitable for personal and transport type planes is progressing satisfactorily, there is some feeling in the industry that T. P. Wright, CAA administrator, may be premature in holding out hope to communities that the gear may make single-runway airports feasible within the next two years. Since cross-wind devices for transport-type aircraft, either twin-engine or four-engined, have not yet been developed, it is felt no airport planning should be predicated upon widespread use of this type of gear until it has been proved usable on transport planes. Wright's office recently put out a news release indicating that "full consideration" was being given by CAA to the effect of the new swiveling gear on the Federal-aid airport program, and that airport planning for 1949, now in the preliminary study stage, might take the new gear into account.

Hinshaw Demands CAA Stop ILS

Rep. Carl Hinshaw (R., Calif.), ranking Republican member of the House Interstate and Foreign Commerce Committee, has demanded that CAA discontinue installation of instrument landing systems beyond the 98 provided for in the 1947 fiscal program and correlate its air navigation and landing aid program with needs of the military services. If Hinshaw's views prevail, CAA would be required to revise its entire air navigation and landing aids program, giving special emphasis to radar techniques. Hinshaw stated that Navy intends to make exclusive use of radar for both navigation and landing aids.

Air Maneuvers Get Permanent General Manager

At last the All American Miami Air Maneuvers has a permanent general manager. Not only that, but the manager knows something about aviation. He's S. C. "Jiggs" Huffman, a long-time aviation figure who was a Colonel in the Army. He also serves as exec. sec. of the Greater Miami Airport Association, with offices at 1034 Dupont Bldg., Miami. The annual maneuvers will be in January and Huffman says he's going to do a real job and erase those continual complaints about how the Miami show has been handled in the past.

WAA Channels C-46's into Latin America

With some 625 C-46A's and C-46D's still in surplus stocks, the War Assets Administration has initiated efforts to channel these transports into the Latin American market. Two of the twin-engined transports have been sold to United Services for Air, of Niagara Falls, N. Y., on condition that they be converted for licensing by CAA and then sent on a 30-day sales display tour of all major South American capitals. The C-46's are priced at \$10,000, \$12,500, and \$15,000 each, depending on condition.

ATC Receives First Boeing C-97

The Air Transport Command has taken delivery on its first Boeing C-97. The plane is at the Fairfield-Suisun, Calif., air base, being used for crew training.

National Aircraft Show Postponed

The National Aircraft Show, tentatively scheduled for Chicago, Nov. 1-9, will be postponed until next spring according to recommendation made by the Personal Aircraft Council of Aircraft Industries Association. Postponement was decided since dates and facilities were not entirely satisfactory, and since delay until next spring would provide opportunity for showing new models not now ready.

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AMERICAN AVIATION

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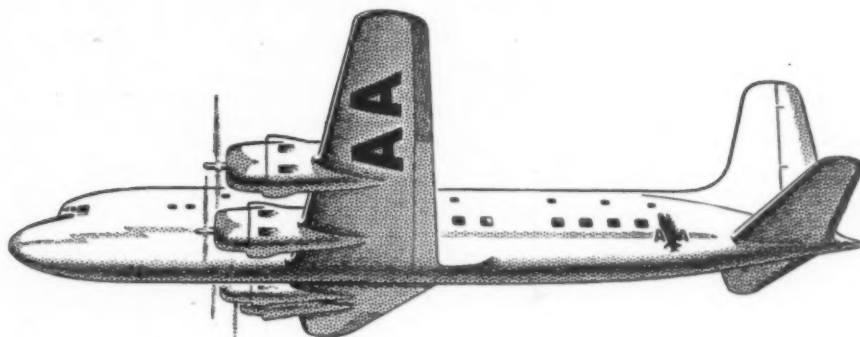
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AMERICAN AIRLINES

Notes in the News

(Continued from page 4)

Beech Says Empire Suit Lacks Logical Basis

Officials of Beech Aircraft Corp. have stated that there is no logical basis for the suit of Empire Airlines, New York intra-state operator that ceased operations some time ago, asking damages from Beech because of alleged difficulties with the manufacturer's aircraft. "Empire Airlines apparently are suing on the basis that the airplanes were not suitable for use in the cold climate of New York State," the statement said. "Over 5,000 Beechcraft delivered during the war were operated in every conceivable climate without any difficulties due to cold weather. In addition, the years of experience of Canadian operators and airlines at temperatures as low as 70 degrees below zero indicated complete freedom from any trouble caused by cold weather operation."

Douglas Gets Contract for Supersonic Craft

Army Air Forces has awarded contract to Douglas Aircraft Co. for design study of a supersonic aircraft capable of speed three times that of sound with altitude ceiling between 200,000 and 300,000 feet. The project, which will be designated the XS-3, is third in a series of supersonic studies instigated by AAF. Both XS-1 and XS-2 are Bell Aircraft projects.

Lockheed P-80R Sets World Speed Record

Lockheed's P-80R recaptured the world speed record for the U. S. June 19 with a mark of 623.8 mph over a three kilometer course at Army's Muroc, Calif., test base. Col. Albert Boyd, chief of the flight test division, Air Materiel Command, Wright Field, piloted the plane in breaking the 616 mph record set on Sept. 7, 1946, at Littlehampton, England, by Group Capt. E. M. Donaldson in a Gloster Meteor. The record will not be officially entered on the books until certified by the Federation Aeronautique Internationale.

Personal Aircraft Shipments Decline in May

Personal aircraft shipments fell off from 2,002 units valued at \$6,343,000 in April to 1,619 valued at \$5,437,000 in May. Companies maintaining or bettering their April position included Beech which shipped 120 Bonanzas in May compared with 76 in April; Engineering and Research Corp. which shipped 112 planes both months; Stinson which shipped 319 Voyagers in May compared with 316 in April. Piper Supercruiser and Cub Trainer shipments fell off, but those of Cub Special rose from 84 to 110.

Boreman New Head of NAA

Arthur I. Boreman, publisher and private flying enthusiast of Des Moines, Ia., is new president of National Aeronautic Association. L. Welch Pogue, retiring president, is chairman of the board. Current membership is reported over 18,000.

Administrative Assistance for T. P. Wright

Technical development activities have been established as an independent service of the Civil Aeronautics Administration and two new CAA deputy administrators appointed to relieve Administrator T. P. Wright of much of his detailed work. The new deputy administrators are George Burgess, formerly assistant to W. A. M. Burden, recently resigned Assistant Secretary of Commerce, and Fred B. Lee, formerly executive assistant to Wright. Burgess will handle such matters as the national airport, Office of Airports, Non-Scheduled Flying Advisory Committee, state relations, and economic matters. Lee is assigned to federal airways, safety regulations, aviation training, aviation research and meteorological coordination. A new technical development committee established is headed by Charles I. Stanton, who retains his role of deputy administrator and will continue to act as administrator when Wright is away from Washington.

International

Swiss Airline Merged Into Swissair

The name Swissair now represents the only national flag airline in Switzerland. Officials of the company are completing details of the merger of the old Swissair with Alpar Air Transport Co., which created a single Swiss-flag air carrier. All of the leading officers are, however, former Swissair officials, leaving former Alpar interests without much voice in management except through stock holdings.

The merger is to a great extent the result of government pressure. Swissair is a privately-controlled enterprise, however, with two-thirds of the shares held by private investors. The remaining one-third is divided among the Federal Government, the cantons and Swiss municipalities.

French Bombers for Passenger Service

The French Air Force is using converted Handley Page Halifax bombers for regular passenger services from Bordeaux to North Africa, Dakar and Rio de Janeiro and on another route to Lagens in the Azores. Between March and December last year this service carried nearly 6000 passengers, chiefly government personnel and their families. For flights to Africa the Halifaxes are fitted with 12 seats; for transoceanic hops with eight. It is reported, however, that often extra passengers are taken on who stand or sit in the aisle.

New Panama Airport in Operation

The new international airport at Tocumen, near Panama City, is now in operation. First landing on the 7500-ft. runway was made by a DC-4 of Peruvian International Airways which has added the field as a stop on its Lima-Havana scheduled service. The new airport is of advanced design and has a complete underground refueling system, eliminating the need for fuel trucks.

U. S. military authorities announced some time ago that they would withdraw permits for airlines to use Albrook Field in the Canal Zone shortly after the large new Panamanian airport across the border is available for commercial services.

FAMA Upheld as Chosen Instrument

The airline FAMA has been upheld as Argentina's international chosen instrument by the government's denial of an application by FONDA, a domestic company, for a permit to operate to Santiago, Chile.

Uruguay, Netherlands Sign Air Agreement

Uruguay and the Netherlands have signed a bilateral air agreement, thus giving treaty backing to the trans-Atlantic service which KLM Royal Dutch Airlines has been operating to Montevideo. The Dutch are still trying to reach a satisfactory arrangement with Argentina so they can extend their flights to Buenos Aires.

Brazilian Airport Firm Seeks U. S. Capital

Bases Aereas Brasileiras has been organized as a Brazilian company for constructing airports and air service ground facilities at inland points in Brazil. Jose Sampaio Freire, the founder, is seeking over \$5,000,000 capital from Brazilian, Argentine and U. S. sources. Sampaio points out that, although Brazil has about 30 air services, the only adequate ground facilities are located at a few coastal cities. He is former president of the airline Linhas Aereas Brasileiras.

Air Mail Increases in Canada

Air mail in Canada has risen from 2,500,000 lbs. carried over 5,750,000 miles in the fiscal year 1939-40 to 7,500,000 lbs. carried over 15,250,000 miles in the fiscal year 1945-46, according to statements of Canadian postal officials.

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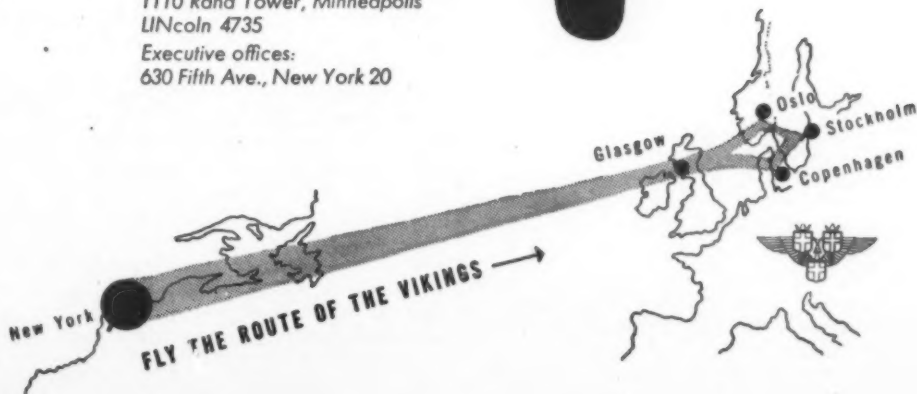
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Editorial

(Continued from Page 1)

a substantial volume of passengers. It is to be expected that as national air transportation develops it will become more and more difficult to establish new service without affecting to some degree services of existing carriers."

We are pleased to see the Board keep apace, at least in this and a few other decisions, with both technological and economic progress. In 1938 the Board inherited a domestic route structure of grandfather certificates which had been developed topsy-turvy by the Post Office Department under an antiquated bid system. Such inheritance was a handicap at the outset and the Board has, at times, endeavored to remold this pattern sensibly to the best interests of the traveling public and the general air service needs of the country.

Nothing has focused attention so clearly on the obsolete DC-3 pattern as the inauguration of DC-6 and Constellation service. The Board is to be commended for recognizing the trend of the times by consolidation orders which provide better and more efficient air service for the public and greater utilization of the new transport equipment coming into use this year.

The Public Waits

HERE IS AN example of how the Civil Aeronautics Board is not geared to handle expeditiously and efficiently applications for local air transportation in the public interest.

The Delmarva peninsula on the east coast of the United States, an area which embraces parts of Maryland, Delaware and Virginia, is one of the most isolated areas of the country. Chesapeake Bay has been an effective barrier to speedy and efficient surface transportation connecting the area with mainland metropolitan centers. Yet the peninsula is one of the richest agricultural areas of the country and its beaches and resorts serve a vast population in the Washington-Baltimore-Wilmington area.

The airplane is a great boon to mankind. It is a vehicle which overcomes natural barriers such as water and mountains. But the man-made barriers of legalistics and red tape often prevent man from using to his own advantage this new vehicle which spans in minutes distances which require many hours by ground.

The Delmarva peninsula is a "natural" for airplane service. An automobile trip takes from four to six hours from Washington to Salisbury, Maryland. Weekend ferries require waits up to three hours. The airplane takes only 40 minutes. Rail transportation from Washington and Baltimore is slow and round-about. It is impossible for the business man to make a one-day round-trip from the Eastern Shore to Baltimore by land transport, but it's a simple 45-minute flight each way by air.

But air transportation? One of the applicants for service, Chesapeake Airways—and we use this particular airline only as a case history because there are other applicants—applied for a temporary CAB permit early in 1945. The hearing was held in 1946. Thirteen months later (get that, one year and one month later!), the

examiner issued his report. Briefs were filed in May of this year. The oral argument is set for July 7. By the time the Board gets around to making a decision, another summer will have passed with thousands of prospective air passengers having wasted hours on hot roads trying to get across the inadequate ferries and spending a day instead of an hour reaching their destinations.

Why is it that a group of well-known and substantial Maryland citizens, who organized an airline in order to get much-needed service, have had to wait so long to establish service? These citizens don't ask for subsidy. They ask for no elaborate mail pay. They aren't "promoters." Their break-even point on costs is 26c per mile with DC-3's. All they want to do is to operate a small but essential airline.

The glaring weakness in the CAB new route structure is its failure to establish rapid procedures for essential services in local areas. Why not a *limited* certificate, without mail pay? Why not expedite seasonal local services? Chesapeake Airways is operating three services a day as an intrastate carrier in Maryland, but cannot serve Washington, D. C., because of CAB restrictions. Yet the airline has made an excellent record to date despite the handicaps.

CAB procedures are costly beyond justification, wearisome, burdensome and needlessly drawn out. There are many areas where seasonal or limited certificated service can be justified, without mail subsidy, and without taking two years for a decision. We recommend the CAB find some means to expedite needed services for isolated or seasonal areas with limited certificate for inter-state operations.

Reversing the Trend

VOLUME AIR transportation with increasingly lower fares for the public apparently hasn't arrived yet in Europe. In fact, the trend is the other way.

The distance between London and Paris, and between Washington and New York, is just about the same. Both are heavy traffic routes. The weekly newsletter, *International Aviation*, reports in its June 20 issue, that in 1939 there were 14 daily round-trip flights between London and Paris with a passenger fare of 10c a mile, and 24 between New York and Washington with a fare of 6c a mile.

This summer, however, there are but nine daily round-trips between London and Paris, five by Air France and four by British European Airways, and the passenger fare has gone up to 13c a passenger mile. Between New York and Washington, two airlines operate 61 daily round-trips and the fare has gone down to 5.2c per mile.

Air transportation is still in the luxury class in many parts of the world, both as regards frequency and fares. The threat of low-cost foreign air transport which we've heard so much about in this country from monopoly advocates doesn't seem to have originated with the foreign operators.

WAYNE W. PARRISH

AMERICAN AVIATION



They dip their wings as they pass by

Two groups of business executives in their companies' Beechcraft Executive Transports pass each other along the highway of the sky. One plane carries men from a great rubber company on their way to Detroit for a 2 o'clock conference with motor officials. They'll be home in time for dinner. The other Beechcraft carries mining men from the west en route to New York. They've saved exactly a week of man-days since leaving their office this morning.

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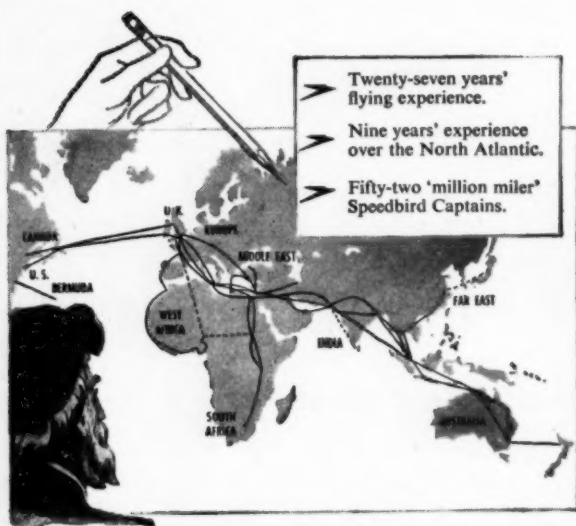
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Background and Trends

(Significant Developments and Forecasts Based on the Fortnight's Top News)

Western Helped: Promise of a \$4,500,000 loan from RFC to Western Air Lines—the first airline loan from that agency—should put that airline over its major financial troubles if the CAB approves the sale of its Los Angeles-Denver route to United. Betting is that the CAB will approve.

Blues: There are many in the personal plane sales field who are crying the blues these days. Spring sales boom simply didn't develop.

Complaints: For first time in five months, letters received by American Airlines in May complaining of irregularities outnumbered complimentary correspondence. Greatest number of complaints was on reservations and ticket offices. Ground handling was next on the list, followed by reimbursement requests.

Resignation: Wallace S. Dawson, director of CAB Safety Bureau, is expected to resign soon as the President's special board of inquiry into air safety completes its work. Dawson is reported to have submitted his resignation some time ago to accept an Army Air Force commission but was urged to continue in office until after the investigation.

Decision Soon: Army Air Forces will decide soon on expenditure of 1948 appropriations earmarked for 32 large transports. Choice will be between Douglas C-74 and Boeing C-97, or funds may be split between them.

Tightening Up: While Veterans Administration denies it is trying to trim the GI flight training program, it is increasing regulations and restrictions for both operators and students that will have definite limiting effect. Also CAA is revising and tightening regulations in Manual 50. Net result may be reduction of some 20% in number of local schools participating.

C-54 Records: After recent airline accidents there were outcries that all C-54's should be grounded just because this particular plane was involved. Considering the remarkable record of this airplane in all parts of the world, in all climates and conditions, grounding after five years of excellent service couldn't possibly be justified.

Landis Lauded: When CAB Chairman James M. Landis first jumped into accident investigations personally, there were many who thought he should let technical experts do the job. Too many were reminded of the blundering accident investigation some years ago by the entire CAB. But Landis proved he could master the situation and his leadership has brought industry applause—and thanks.

Growing Pains: Several aircraft manufacturers who never did commercial work before the war, or very little of it, are going through growing pains in developing commercial sales organizations. They're learning the hard way. Generally speaking the industry's sales, advertising and public relations program for commercial sales is still much under what it should be.

Costly: It is estimated that suggested simplification of international travel requirements would save U. S. flag international airlines at least a million dollars a year. Every time an airline plane flies from San Francisco to Australia a total of 2,802 sheets of paper must be filled out to cover the movement.

Tough Financing: Reflecting bad financial times besetting personal plane field, one major West Coast bank now requires a loan-seeker to have \$700 monthly income, car paid for, and house substantially paid for before it will finance a \$2,500 airplane.

Labor Demands: One trunk airline would find its operating expenses boosted by nearly \$5,000,000 a year under demands made to it in five labor contracts now in process of negotiation. The company is now barely operating in the black.

Farming Out: TWA has started some preliminary investigations of the advantages—or disadvantages—of having engine overhaul done by contract as compared to in its own shops. Initial experiment is with R-2000 engines which power its DC-4's. They are being overhauled by Pacific Air-motive Corp. at Burbank.

Example 1: Consolidated Vultee experience with the 240 is good example of how costly commercial transport development has become. Company has \$25,000,000 investment in the plane before first delivery is made, and will still be out \$12,000,000 when it delivers the 160 planes now on order. Company must sell about 300 to break even. Industry sources are looking for Convair to come up with substantially more orders and return a profit.

Example 2: Another good illustration of why government will have to underwrite development if many new commercial transports are to be built is found in the Boeing 417 feederplane. The manufacturer invested \$2,000,000 in studies and preliminary engineering work, then shelved project. Boeing is now considering building a prototype but the single plane would cost between \$5,000,000 and \$7,000,000. To place the 417 in production would involve investment of \$22,000,000, a risk few want to undertake.

False Rumor: Reports that Beech has upped price of Bonanza to \$13,000 are entirely without foundation. Current production is seven per day, backlog 1,200, deliveries to date 400. Beech and Stinson represent personal planes for which there is strong current demand and production continuous without let-up.

No Profit: Douglas Aircraft Co. is building the President's new DC-6 at actual cost without fee or profit. Total figure will be around \$800,000.

Trouble: Controversy is brewing among FCC, CAA, Air Transport Association and Air Line Pilots Association over new radio tower construction. CAA in approving or disapproving applications under FCC procedures is reportedly following ATA and ALPA recommendations which are generally against construction of new towers because of their inherent hazard to flying. FCC engineers and CAA officials expect to confer soon regarding advisability of promulgating minimum standards for towers and thus ease present conflict.

Airborne Radar: American Airlines will soon place first commercial order for airborne radar with either General Electric or Houston Corp., depending on which offers best combination of price, delivery, performance, and cancellation privileges. The Houston APS-42 set is expected to sell for about \$7,200, GE's AN-1A for \$9,975, both on quantity basis of 200. American doesn't need this many, but there is possibility other airlines may join in consolidated order.

20 Years for Parks: Parks College of Aeronautical Technology of St. Louis University, (formerly Parks Air College), East St. Louis, Ill., will celebrate its 20th anniversary as America's oldest federally approved aviation school on August 2.



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Airlines Bid For Wider Cargo Market

25% Lower Rates and New Services Figure in Carriers' Move to Develop Greater Volume of Air Freight

By KEITH SAUNDERS

A determined drive for a greater volume of air cargo is indicated in recent actions of U. S. airlines, both scheduled and non-scheduled, and there's little doubt that the coming months will see more products flown more miles at less cost than ever before in the country's history.

Latest move in this direction came last fortnight with the filing of the first consolidated air freight tariffs with the Civil Aeronautics Board by 18 scheduled carriers. Effective August 1, these new tariffs comprise uniform rules and regulations for the handling of air freight on a nationwide basis, and it was anticipated they would be supplemented promptly by new rate tariffs offering reductions of more than 25% below present rates.

The new air freight rates of the scheduled carriers are expected to average about 20c per ton-mile, against a present rate of 26.5c.

Indicative of the scope of the tariffs filed with the Board, the publication covering pickup and delivery service lists 2,150 points where such service is available for the transportation of air freight over the lines of the carriers named.

The 18 airlines named in the new consolidated tariffs are: American, Braniff, Chicago and Southern, Colonial, Continental, Delta, Eastern, Inland, Mid-Continent, Monarch, National, Northeast, Pennsylvania-Central, Pioneer, Southwest, TWA, United and Western.

Initial Freight Service

Four of these—Colonial, Monarch, Pioneer and Southwest—will be making their initial entry into the scheduled air freight field.

Officials of Air Cargo, Inc., which filed the tariffs on behalf of the carriers, pointed out that this consolidated tariff, if approved by the board, will provide the shipping public with complete nationwide information, facilitating the speedy movement of property and furnishing an entirely new freight transportation service.

This action of the scheduled carriers in reducing freight rates to about 20c per ton-mile may be taken as a challenge by the independent air freight lines—Slick, Cal-Eastern, Flying Tigers, U. S. Air Lines, etc. These carriers already have their rates down to about 15c a ton-mile but may be moved to counter the scheduled lines' cuts with some of their own.

But cheaper rates are only a part of the trend; improved service also is shaping up. Contracts signed recently between Air Cargo, Inc., and local truckers in all parts of the country, the opening of airport and downtown offices in many cities by the same agency, (AMERICAN AVIATION, June 15, p. 17) and steady increase in the number of air freight forwarders—all these factors add up to more service for shippers, hence more inducement to ship by air.

The independent non-skeds, flying surplus aircraft manned and maintained for the most part by ex-service pilots and mechanics, were important factors in development of the air cargo market. A handful of non-skeds—14 of them—transported over 6,000,000 ton-miles of cargo last December, collecting \$840,000 in revenues for so doing.

But in the past year the scheduled air carriers have become increasingly aware of the imbalance of their operations (they derived 87% of their 1946 operating revenue from passengers and only 4% from freight and express), and now they are giving serious attention to air cargo in an attempt

to fill available space and increase over-all revenues.

The extent to which air freight potentials are being impressed upon the airlines is perhaps best evidenced by the growing volume of revenue they are deriving from this category of traffic. The scheduled airlines reported total freight revenues of \$1,586,771, for the first quarter of 1947, up 240% over \$466,418 for first three months of last year. The figure for the second quarter may be even more impressive, for air freight volume and air freight revenues are clearly on the upswing. Harold Crary, v.p.—traffic and sales for United Air Lines, recently indicated that his company expected \$3 million in air freight revenues this year, as against \$1.3 million for 1946. Other airlines are reported to be equally optimistic.

Nor do these air freight gains of the scheduled air carriers represent to any appreciable extent a capture of the business developed a year or so ago by the non-skeds, for the latter are said to be carrying more freight today than ever. The gains for both types of carriers come primarily from freight diverted from other types of surface transportation or new traffic generated by the speed of air shipping.

How many hundreds of millions of ton-miles of freight there are which

Freight Up 497%, Express 61% in First Quarter

Air freight handled by the domestic airlines during the first quarter of this year totaled 8,336,782 ton miles, a 497% increase over 1,395,808 for same period last year. Air express volume, meanwhile, increased 61%, from 4,196,051 ton miles to 6,779,595. The table below shows the volume of express and freight carried by each of the domestic airlines in the first quarter of 1946 and '47.

	AIR FREIGHT TON MILES		AIR EXPRESS TON MILES	
	Jan.-Mar. 1946	Jan.-Mar. 1947	Jan.-Mar. 1946	Jan.-Mar. 1947
All American .....	.....	.....	1,189	5,874
American	567,965	4,145,901	820,207	1,187,379
Braniff	25,649	76,567	117,118	192,442
Caribbean	688	2,282	1,062	.....
C & S .....	.....	44,305	87,882	149,930
Colonial .....	.....	1,360	6,750	11,142
Continental	2,328	26,878	13,440	20,091
Delta .....	.....	121,458	91,800	181,187
Eastern	50,258	314,819	658,676	964,019
Hawaiian	62,636	111,244	22,325	25,260
Inland .....	.....	2,409	2,653	5,168
MCA .....	.....	10,486	28,628	29,813
National .....	.....	197,352	33,839	73,193
Northeast .....	.....	1,938	8,903	26,950
Northwest .....	.....	96,657	191,756	378,947
PCA .....	.....	390,064	178,688	542,739
TWA	272,883	804,343	866,928	1,301,926
United	406,565	1,894,579	1,000,888	1,544,409
Western	6,836	94,200	63,319	109,126
Totals	1,395,808	8,336,782	4,196,051	6,779,595

Cargo Lines Begin Filing

Applications of non-certificated cargo lines who are asking "Letters of Registration" under the Civil Aeronautics Board's new regulation for cargo lines are now being received by CAB's Economic Bureau. Eleven have already come in, but the total number eventually to be filed will probably not be more than 25 because of restrictive qualifications imposed by the Board.

Companies now on file are: U. S. Airlines, Inc., St. Petersburg, Fla.; Santa Fe Skyway, Inc., Chicago; Globe Freight Airline, Inc., Hartford, Conn.; Slick Airways, Inc., San Antonio, Texas; Monongahela Valley Airways, Inc., Fairmont, W. Va.; Latin-American Cargo, Inc., New York; Air Borne Cargo Lines, Inc., New York; Willis Air Service, Inc., Teterboro, N. J.; Airnews, Inc., San Antonio, Texas; California Growers Air Express, Inc., Van Nuys, Calif.; and Mutual Aviation, Inc., Buffalo, N. Y.

In addition to the cargo lines, more than 190 applications are on file from persons asking CAB "Letters of Registration" as non-certificated irregular air carriers.

might feasibly be shipped by air is a subject of considerable speculation and study. Elaborate studies have been made, but most of them are considered of no great value because: (1) they are based on a rate of 10c or less per ton-mile, the kind of rate which might be expected to attract real volume shipments but which still appears a good way off, and (2) an air freight plane with specifications and performance characteristics aimed at the utmost in economy and efficiency is not yet available. Until such a plane is developed and until even lower rates are possible, estimates of air freight potentials in this country are credited with little value.

Now, with lower rates as a selling point, the airlines may be counted upon to develop a substantially greater volume of new cargo business. They will not need much in the way of additional equipment to do this. Douglas DC-3's, of which the airlines have a considerable number devoted entirely to cargo operations, carry about 3½ tons of cargo, while the DC-4's, with more cubic-foot capacity than a standard railroad boxcar, will carry about 10 tons each.

Aside from the strictly-cargo planes now being operated by the airlines, there is no inconsiderable amount of space available for freight on present combination passenger-cargo planes.

Traffic reports of the scheduled airlines for March, latest month on which complete figures are available, showed, for example, that the majority of them used less than 60% of their total available ton-miles, as compared with passenger load factors averaging 68.2%. This difference largely represented unused cargo space which, if filled, would have resulted in a more favor-

able percentage of available ton-miles used. It is true that much of this unutilized space was of such shape and size as to preclude its use for many types of cargo, but there still undoubtedly was a lot of space which might have been used to boost the ton-mile load factors as well as the operating revenues of the airlines.

Meanwhile, those carriers who have applications pending before the CAB for certificates of convenience and necessity as exclusive air freight carriers have plans of their own for developing more traffic with which to keep their 77 cargo planes and 1,200 employees busy and to try to earn a reasonable return on their \$15,000,000 investment.

These carriers, of whom only 12 survived the shakedown period while awaiting CAB action on their applications, lost some ground to the scheduled airlines during the winter. They

do not expect to come into their own until they are fully certificated. They expect to operate successfully during the interim period, however, as a result of the recent addition of Subsection 292.5 to the Economic Regulations of the CAB. This regulation, effective June 10, permits existing non-certificated air carriers of property only to operate under a temporary Letter of Registration as a common carrier without limitation as to the number of trips, or the like, until their applications for certificates of convenience and necessity have been acted upon.

EAL Establishes Freight Pickup

Eastern Air Lines has contracted with local firms in 21 cities for pickup and delivery of air freight in local areas. The company plans to establish such service in all of the 70 cities on its route soon.

Airlines Oppose Certificates For Freight Forwarders

By DANIEL S. WENTZ II

Full development of air cargo free of the influence of the railroads or any other form of surface transportation is the goal of the airlines through Air Cargo, Inc., according to Fred M. Glass, president of Air Cargo. Glass gave a full policy statement of the airlines' views on air cargo development during hearings last month on the Civil Aeronautics Board's Freight Forwarder Case.

Practical application of this aim, said Glass, leads the airlines, through Air Cargo, Inc., and the Air Transport Association, to oppose any CAB certificates for freight forwarders or for the Railway Express Agency, whose Air Express Division now handles a major share of the small-package items moved by plane. Explaining why ATA opposed a certificate for REA, Glass stated flatly: "We do not want the development of property in air transportation run by the railroads."

The Air Cargo, Inc., head went on to explain that the airlines are convinced that railroad dominance of air cargo traffic—through REA—cannot be in the public interest or in the interest of those who ship by air. He pointed out that the carriers cannot allow the development of a very substantial portion of their property business to remain "in the hands of an organization which is not only wholly owned and completely dominated by the railroad industry, commercial air transportation's principal competitors, but which was created by the railroad industry for the very purpose of moving a type of property traffic by rail that the air transportation industry regards as constituting one of its greatest business potentials in the immediate

future growth of property transportation by air."

Glass' statement was the first time ATA had made public its stand on freight forwarders and on REA, although it has been no secret that the airlines have been dissatisfied with their relationships with REA for some time.

To forwarders, who live on the spread between package and bulk shipment cargo rates, ATA's objections are three-fold. The airlines feel (1) that CAB sanction of forwarders would add to air cargo transport middle man costs that would have to be paid either by the shipper (in higher rates) or the underlying carriers (the airlines); (2) that opening the field to forwarders would subject the airline industry to a host of pernicious practices, such as playing one carrier off against another to secure preferential treatment; and (3) that forwarders would contribute nothing of service to shippers but would, on the contrary, bring into air transport organizations and individuals interested mainly in securing spreads in rates through which forwarders exist, rather than in building an economically sound rate structure.

Air Cargo, Inc., was established to set up a wholly independent cargo service which will operate solely and exclusively in the interests of air transportation and the shipping public as a competitive arm of the air transport industry. Eventually, Glass said Air Cargo, Inc., will set up a complete, nation-wide air property service for all types of cargo. Glass said it will gladly negotiate with REA for continuing the same surface transportation services REA now offers, but on a non-exclusive basis and without CAB authorization of REA as an indirect air carrier.

Boston Helicopter Shuttle Gains Early Acceptance

Since beginning scheduled helicopter passenger service in mid-April between Logan Airport and the roof of the eight-story Motor Mart garage in downtown Boston, Skyway Corporation has seen its business take a steadily upward trend, and plans for other operations are under consideration.

During the first 10 weeks of operation, Skyway has had one of its two 4-place Sikorsky S-51 helicopters shuttling back and forth between the airport and the rooftop terminal about every 15 minutes of the day from 9 a.m. to 7 p.m. A third helicopter has just been acquired and three more pilots added to the three on the payroll, and it is planned in the next few days to step up schedules from 70 one-way flights daily to 120 and to abolish reservations.

During its first six weeks of operations, Skyway transported more than 800 passengers, despite the fact that it had only 20 flying days. (The helicopter service stops when airline planes are grounded.) Since late May, however, scheduled frequencies have been much more regular and load factors have shown an increase.

Most of Skyways' business comes from bona fide airline passengers, but about 20% represents sightseers. The flight from Park Square to Logan Airport is over a three-mile route, with flight time of about one and one-half minutes. Fare is \$3.50, including tax, but the company anticipates a reduction as more ships are acquired and load factors improve.

Limousine Competition

About two years from now, when helicopters carrying 10 to 14 persons are expected to be available, company officials believe it may be possible to reduce the fare on the airport shuttle service to the level of limousine charges.

Skyway, like any other new airline venture, has had its problems of ticketing, sales, operation and employee relations, but it reports that most of these are being ironed out. One problem on which the company is concentrating is that of building up load factors on flights into town from the airport. Twice as many people want helicopter service from Park Square to Logan Airport as want it in the opposite direction.

Another problem is how to reduce the present company expense of \$105.26 per flying hour.

Although it is in no hurry about doing so, Skyway has plans for extending its airport-to-downtown helicopter service to a number of other cities where the airports are some distance out. An extensive survey conducted by the company over a three-year period indicated that such a service would be practicable in Worcester, Lawrence and Springfield, Mass., Man-

chester, N. H., and several other cities, but it is not planned to establish any new services until the Boston service has been further perfected.

Skyway also sees the need for another type of helicopter service, the linking of important towns with a nearby metropolitan shopping center by short helicopter hops. For example, helicopters operating from rooftops or parking spaces in such towns as Wellesley, Framingham, Concord, Randolph and Stoneham would afford rapid access to the Boston shopping area, company officials explain, with all ships landing on the Motor Mart roof and eventually on other Boston roof-top airports.

President of the Skyway Corporation is G. Burleigh Cheney, long active in New England aviation circles. He was organizer and first chairman of the Aviation Committee of the New England Council, is a past president of Providence Engineering Society, and at present is executive vice chairman of the Aviation Committee of the Rhode Island State Planning Board.

Other officers include: G. C. Whitling, of Cambridge, Mass., executive vice president and a director; C. Boyd Kesselring, of Akron, O., v.p.-operations; E. E. (Tug) Gustafson, of Hartford, Conn., v.p.-sales; Rear Admiral

(ret.) Charles L. Andrews, Jr., treasurer and director; W. Gurnes Dyer, secretary and director; and W. B. Greenough, Jr., assistant secretary-treasurer and director.

Brandewiede Becomes Materials Director for American Airlines

G. J. Brandewiede, former sales director for Curtiss-Wright Corp., will become materials director for American Airlines July 1, heading a newly-created department which will handle materials purchasing, warehousing, inventory control and surplus sales. Brandewiede's aviation experience dates back to World War I. He entered commercial aviation in 1920, when he joined Robertson Aircraft Corp., a predecessor of American Airlines.

Chenea Leaves Fulltime Duties with Pan American

V. E. Chenea, at his own request, has been relieved of fulltime duties as vice president and general traffic manager of Pan American Airways. His decision was made on physician's instructions. He will continue to serve PAA as traffic consultant on a part-time basis.

WAL Closes Washington Office

Western Air Lines has announced the resignation of Ronald C. Kinsey as vice president and Washington representative of the company. The Washington office of the airline closed June 30.

Special Board Weighs Accident Causes

President Truman's special air safety board is meeting daily, seeking something which might be added to the already numerous rules and devices for preventing crashes. The board has three recent major domestic and one foreign crash to study. Although there are several generalizations on the probable cause of each of them, only one suggests a safety measure not already in effect.

It has been suggested the UAL take-off crash at LaGuardia might have been averted by a longer runway or by reverse thrust (propeller or jet). However, evidence at hearings on the crash indicated it might have been due either to failure to disengage the gust locks prior to takeoff (accounting for the plane's failure to lift or to ground loop), or that the plane was improperly loaded and nose heavy and that power was not cut promptly by the co-pilot (accounting for the long distance the plane travelled after brakes were applied). Either of these possibilities is thoroughly covered by existing rules and practices.

On the EAL incident in Maryland, current evidence points to progressive flight failure of the tail structure starting with a close-tolerance elevator hinge bolt—for which inspection procedures already have been specified. The PAA crash in Syria has not yet been investigated to a point where

probable causes, other than engine failure could be deduced.

Only in the PCA crash into a Virginia mountainside during fog and rain is there evidence of need for a new device or regulation. The pilot apparently was bucking stronger headwinds than he realized and was letting down for a contact approach to Washington in confidence that he had crossed the mountains into flat country.

It is being pointed out that this incident might well have been averted by airborne radar—even by a radar altimeter or a simple proximity warning radar such as TWA has adopted (Howard Hughes pointed this out to the press immediately after the accident.)

Coinciding with the President's appointment of the special safety board, Rep. George Bender of Ohio introduced a bill in Congress which would require a radar altimeter in all licensed commercial aircraft.

The special board is headed by Chairman James M. Landis of the Civil Aeronautics Board and includes Dr. Jerome C. Hunsaker, chairman of the National Advisory Committee for Aeronautics, Milton W. Arnold, vice president—operations and engineering for Air Transport Association, T. P. Wright, Administrator of Civil Aeronautics, and Capt. H. B. Cox, American Airlines pilot, representing the Air Line Pilots Association.

Postwar Service Needed With Postwar Planes

By WAYNE W. PARRISH

Inauguration of new services with the country's first real postwar transport planes, the DC-6 and the L-649 Constellation, seems to have brought out a rash of petty comparisons between the two types.

While there are plenty of differences for the engineers to argue about, and plenty of complaints for passenger service departments to quarrel over, it is doubtful if the average passenger will be so discriminating. The traveling public doesn't care what kind of Diesel engine pulls its streamlined train and by and large it won't pay too much attention to what model airplane it's flying on.

In recent weeks this writer has flown 7,370 miles in the DC-6 and 6,000 miles in the new type Constellation and reached the rather simple and unenlightening conclusion that both airplanes are first class and both will make a hit with the public. Both have advantageous new features which usher in a new era of air transportation but the main benefit as far as the public is concerned is simply one of greater speed and a certain amount of additional comfort.

The postwar air traveler is not as concerned or as interested in the intimate details of airline operation and aircraft design as was the more adventurous prewar air patron. All the average passenger wants today is safe, comfortable and fast transportation to his destination. He doesn't want to be part of an adventure, or to share in the problems of an airline. He just wants to buy a service. If a traveler wants to go to Dallas and discovers that there is no Constellation to Dallas, he isn't going to cancel his trip. He'll take the fastest service to Dallas he can get—or by whatever airline gives him the best service.

Passenger Relations

While the industry sometimes seems to lose sight of the passenger in its turmoil over internal and competitive administration, the smaller refinements of the airplane are among the least important items to be considered in improving passenger relations.

The industry has got itself some good new airplanes, and will soon have some more. It should make a hasty observation that any one of these models will provide the finest transportation ever known, and move on to more important considerations. There is a tremendous job to be done toward really providing the sort of safe, comfortable, on-time service the public expects but doesn't always get.

Today's air travelers judge an airline by its convenience and frequency

of schedules, its general reliability at getting customers to their destination on time, its handling of reservations and sales and its frankness, honesty and alertness when flights may be delayed, by the service aboard the airplane, and by other general factors. Taking the postwar airplanes as a group, the ones that will make money will be the ones that are filled by the appeal of the airline's service rather than the airplane's fixtures and flight performance.

Of the few features which might register with passengers, other than speed, spaciousness and luxury appearance, the writer's observation is that cabin pressurization will mean more than anything else in attracting passengers. Its performance in both the DC-6 and the Constellation is satisfactory. If there is an edge the advantage goes to the DC-6 in the writer's limited experience. Circling down over an airport from 17,000 feet in the DC-6 and from 22,000 in the L-649 there was a more noticeable effect on the ears in the Constellation, but it should be emphasized that at no time on either plane was there any sort of pressure comparable to what the passenger expects in a rapid descent in the DC-3 or DC-4.

Lower Noise Level

The noise level is lower in both planes than in the DC-3 or DC-4. If one is quieter than the other, the writer can't tell the difference, although the four-seat compartment in Eastern's new Connies, located ahead of the galley and near the engines and cockpit, is definitely noisier than the rest of the plane. As for floor vibration, both planes are a satisfactory improvement over earlier transports.

Seats are rather standard, with the Douglas-built DC-6 seats giving the impression of being somewhat superior to the Warren McArthur seats used in Eastern's Constellation. Both types are an improvement for the customer, and both leave room for future improvement from the viewpoint of the long-range traveler.

The biggest complaint which may be registered against these planes is that they are roomy enough to prompt people to move around without giving them any place to go when they move. The deluxe lounge room equipment which went into sleeper versions won't be seen on the day planes in domestic service, and until sleepers are used domestically the lounges won't take care of enough people.

Another complaint item, unless it's been remedied since the initial demonstration flights, is the desirability of

All For The Wife

An example of what airlines are up against in outrageous tax threats occurred recently in a western state. The chief aviation adviser to the governor recommended a 7c aviation gas tax to the legislature. A bill was introduced. Airline representatives found that the state adviser was a superintendent of schools who had just learned to fly and at that time had logged a total of 62 hours. But his wife wouldn't fly with him. So the "adviser" wanted a heavy gas tax with which to build landing strips every ten miles across the state so his wife would have enough confidence to fly with him. And, of course, it would have been the airlines that would have footed the cost.

tacking up a couple of little signs to keep men from barging into the women's lounge and vice versa; also to tell passengers that the toilet need not—and cannot—be flushed. It seems a little silly after all these years, but apparently a lot of people still don't know that the little gadget is a closed container which can't be made to shower the farm folk below. Along this same line, one feature which could well have been added is a urinal in the men's lavatory. There was one in the sleeper Connie which was built for TWA (and which TWA hasn't been able to take delivery on) and it gave the impression that maintenance and servicing would be simplified. Extra-fare passengers will have every right to expect a higher degree of cleanliness and sanitation than they have found in older planes.

Good Speaker System

An attractive feature in the EAL Constellation not found in the DC-6 is a loud speaker system which really works so that you can hear announcements from the cockpit from any seat in the plane. Eastern also has a Lear receiver in each headrest, hooked up with a wire recorder, but the system needs some improvement to be pleasantly audible.

On the much-debated subject of speed, the new Constellation has somewhat more power than the DC-6 and thus can be expected to move along a little faster under identical conditions. But the passenger can't tell within 100 mph. how fast he is moving, and the difference could only be found in a careful scrutiny of competitive schedules.

On the very few routes where there will be DC-6 and Constellation competition (New York-Miami, for example) it is an even bet that the public will buy its tickets on the basis of convenience of schedules, and on good ground and flight service, rather than on its choice of airplanes. In either plane, with the right kind of service, the public will get the best transportation ever offered.

Aviation Calendar

July 4-6—Southern California National Air Races, Long Beach, Calif.

July 4-20—Southwestern Aircraft Show in conjunction with National Soaring Meet, Wichita Falls, Tex.

July 16—Aircraft Manufacturers Council, Hollywood Roosevelt Hotel, Los Angeles, 3 p. m.

July 16—CAA-sponsored state aviation forum, Columbus, S. C.

Aug. 1-2—Reunion of Parks College graduates, 20th anniversary of founding, East St. Louis.

Aug. 7-8—Institute of the Aeronautical Sciences annual summer meeting, Los Angeles.

Aug. 7-8—National Flying Farmers Association 1947 convention, Oklahoma, A. & M. College, Stillwater.

Aug. 13—CAA-sponsored state aviation forum, Nashville, Tenn.

Aug. 21-22—SAE West Coast Transportation & Maintenance Meeting, Biltmore Hotel, Los Angeles.

Sept. 8-12—Instrument Society of America, second annual conference and exhibit, Hotel Stevens, Chicago.

Sept. 15-17—Air Force Association first annual convention, Columbus, Ohio.

Sept. 16-18—Second Regional CAA Conference, Atlanta, Ga.

Oct. 2-4—SAE Autumn Aeronautics Meeting, Biltmore Hotel, Los Angeles.

Oct. 3-4—Arizona State Aviation Conference, Douglas, with Arizona Airmen's Association.

Oct. 24-26—"Air Day in Texas," state sponsored aviation show, Harlingen, Tex.

Oct. 26-28—National Association of State Aviation Officials, Ft. Worth, Tex.

Nov. 4-7—National Airport Show and Institute, Municipal Auditorium, Cleveland. Sponsored by Air Foundation and National Aeronautics Association.

Nov. 6-7—SAE Fuels & Lubricants Meeting, Hotel Mayo, Tulsa, Okla.

Dec. 1-3—SAE Air Transport Meeting, Hotel Continental, Kansas City, Mo.

International

July 4-20—International Aircraft exhibition, Halle du Cinquantenaire, Brussels, Belgium.

July 15—ICAO South Atlantic Regional Air Navigation Meeting, Rio de Janeiro, Brazil.

Aug. 19—ICAO Airdromes, Airways and Ground Aide Division, Montreal.

Sept. 16—ICAO Radio and Communications Division, Montreal.

Oct. 8—ICAO Meteorological Division, Montreal.

Oct. 15-18—2nd Annual Air Conference, Montreal Board of Trade, Montreal.

Magruder Consulting Firm

Peyton M. Magruder, wartime design engineer for the Glenn L. Martin Company and more recently director of commercial sales in connection with the Martin 2-0-2 and 3-0-3 transport program, has organized his own consulting firm—Aeronautical Consultants, Inc., with offices at 340 W. 57th Street, New York City, and at 1700 Eye Street N. W., Washington. The firm will specialize in export brokerage, foreign airline representation and technical services on air transportation for domestic and foreign aircraft plants.

July 1, 1947

New Cincinnati-N. Y. Service Approved For American, TWA

Direct service between Cincinnati and New York was authorized for American Airlines and Transcontinental & Western Air June 11 in the Civil Aeronautics Board's decision in the Cincinnati-New York Case. TWA also received Allentown-Bethlehem, Pa., as a new intermediate on its Route 2, and both it and American were authorized to stop at Wilmington, Del. Harrisburg, Pa., was made a new intermediate on Pennsylvania-Central Airlines' Route 55 between Pittsburgh and New York.

Proposals of Braniff Airways and Chicago and Southern Air Lines for new routes linking their present systems with New York via Cincinnati were rejected by the Board.

Applications of Colonial Airlines and Pennsylvania-Central for new local service between Cincinnati and New York were refused on the ground that neither would offer any substantial new benefits to travellers.

After recognizing a need for improved Cincinnati-New York service, the Board determined this could best be met through giving American and TWA the right to fly non-stops over the present routes between the two points. TWA's flights hitherto had to be routed via Dayton, a junction point.

In the case of American, the Board refused its application for a direct Cincinnati-New York extension via Pittsburgh, Wilmington and Philadelphia. Instead, it extended AAL's present Route 25, which now terminates at Washington, to New York, via Wilmington, Del. The grant carries a restriction that American may not operate non-stop between the co-terminals New York-Newark and any other Route 25 point except Cincinnati. The addition of Wilmington to the routes of TWA and American gives the State of Delaware its first scheduled air service and brings scheduled air service to the only remaining one of the 48 states that has not had direct airline service.

Lee Resigns as President Of Menasco Manufacturing Co.

John C. Lee has resigned as president of the Menasco Manufacturing Co., of Burbank, Calif., but will continue to work on sales and related activities for Menasco through the firm of Executive Research, Inc., of which he is board chairman and part owner.

For the present, the office of president will not be filled, and company activities at the policy level will be directed by an executive committee consisting of Robert E. Gross and Whitley C. Collins, both Menasco directors, and George Mordy, certified public accountant.



Joseph L. Dyer

Florida Airways Claims Youngest Airline President

Florida Airways has staked its claim to having the youngest president of any of the certificated airlines in 28-year-old Joseph L. Dyer, formerly of Winston-Salem, N. C., who was elected head of the airline as the final step in the revamping of its organization.

Dyer, in aviation for 10 years, was a test pilot before and during the war, working for both Curtiss-Wright and Consolidated Vultee.

One new director was named—Paul M. Welch of Atlanta—and the following officers, all of whom also are directors, were re-elected: M. D. Holman, vice president for operations; Oscar Bergstrom, vice president and general traffic manager; M. J. Brown, secretary-treasurer, and Henry B. Hall, director.

Hervey Law to Supervise New York Airports

Hervey F. Law, administrator of Washington National Airport for the past four years, is stepping into the country's biggest airport job—general superintendent of airports for the Port of New York Authority.

In his new position, which he will take over July 21, Law will supervise the operation and management of Idlewild Airport, La Guardia Field and Floyd Bennett Field, all of which have been brought under jurisdiction of the Port of New York Authority.

He won the Haire Trophy last year for the best job of airport management in the country. His new position will pay \$18,000 a year.

Bennett H. Griffin, who succeeds Law at Washington, has been in aviation since 1917. Best known to the public for his 1932 flight to Berlin with Jimmy Mattern, Griffin has been managing the CAA aeronautical center at Oklahoma City.

CAB Proceedings

(A Summary of Applications Filed, and Actions of the Civil Aeronautics Board.)

Actions

June 3—Board order readjusting temporary mail rate paid to Northeast Airlines to increase yield to the carrier. (Docket 1932 and 1890).

June 3—Order setting temporary mail rate for Pacific Northern Airlines' Anchorage-Juneau (Alaska) operation. (Docket 2884).

June 9—Decision issuing to Philippine Air Lines, Inc., a foreign air carrier permit for a Manila-Honolulu-San Francisco route. (Docket 2776).

June 10—Decision setting mail rate for Pan American Airways' Atlantic Division for calendar year 1945. (Docket 1706).

June 10—Opinion issuing foreign air carrier permit to Bahamas Airways, Ltd., for service between Nassau, Bahamas, and Miami-Palm Beach, Fla., via Cat Cay, Bahamas Islands. (Docket 2856).

June 11—Decision granting and denying applications in the Cincinnati-New York Case. (Docket 221 et al.).

June 11—Decision on Juneau Mail Routes Case, authorizing additional service in southeastern Alaska. (Docket 877 et al.).

June 12—Board order dismissing fare complaint filed by National Airlines against Eastern Air Lines. (Docket 2946).

June 12—Decision amending Trans-Canada Air Lines' foreign air carrier permit to include Windsor, Ont., as an intermediate stop on TCA's Toronto-Chicago route. (Docket 2921).

June 12—Opinion modifying Colonial Airlines' certificates to permit service to both Ottawa and Montreal, Canada, on the same trip.

June 13—Order authorizing a temporary mail rate award of \$450,000 for the 1945 operations of American Overseas Airlines. (Docket 1666).

June 20—Decision authorizing Trans-Canada Air Lines to serve Sault Ste. Marie, Mich., on a direct route between Winnipeg and Toronto. (Docket 2945).

Calendar

July 1—Prehearing conference on application of Pan American Airways to serve Melbourne, Australia, on its Pacific route. (Docket 2881). 10 a. m., e.d.s.t., Room 1302, Temporary Building "T." Examiner Paul N. Pfeiffer.

July 1—Oral argument on motion of Public Counsel to dismiss request of Pennsylvania-Central Airlines for retroactive mail pay. (Docket 4840). 10 a. m., e.d.s.t., Room 5042, Commerce Building.

July 7—Oral argument in the Middle Atlantic States Case. (Docket 674 et al.) 10

a. m., e.d.s.t., Room 5042, Commerce Building.

July 7—Prehearing conference on application of Pan American Airways to consolidate certain of its Latin American routes. (Docket 2811). 10 a. m., e.d.s.t., Room 1302, Temporary Building "T." Examiner Ralph L. Wiser.

July 10—Prehearing conference on application of Transcontinental & Western Air to consolidate its Routes 2 and 58. (Docket 2581). 10 a. m., e.d.s.t., Room 1302, Temporary Building "T." Examiner Ferdinand D. Moran.

July 16—Prehearing conference on applications of Resort Airlines, Inc., for authority to conduct "all expense" air tours. (Dockets 2377 and 2571). 10 a. m., e.d.s.t., Room 1302, Temporary Building "T." Examiner James S. Keith.

July 21—Hearing on All American Aviation Route 40 Mail Rate Case. (Docket 1906). Examiner Ralph L. Wiser. Tentative.

July 28—Hearing on applications proposing helicopter mail service in the Chicago area. (Docket 2384 et al.). Examiner Ferdinand D. Moran. Tentative.

Aug. 12—Hearing on applications proposing additional service to Florida. (Docket 1668 et al.). Postponed from May 10. Examiner F. Merritt Ruhlen. Tentative.

Aug. 25—Hearing on applications proposing additional California-Nevada service. (Docket 2019 et al.). Examiner Curtis C. Henderson.

Applications

Alaska Transportation Co., 2101 Exchange Bldg., Seattle, Wash., for a permanent or temporary certificate authorizing scheduled passenger, cargo and mail service by land-planes and seaplanes over 4482 miles of routes between points in the U. S. and points in the Territory of Alaska, and between points within the Territory of Alaska. (Docket 2927)

American Airlines, Inc., 100 E. 42nd St., New York 17, N. Y., for amendment to certificate for Route 7 to include Providence, R. I. and Hartford, Conn. between Boston and Springfield, Mass. (Docket 2896)

American Airlines, Inc., for consolidation of its Routes 4, 30 and FAM 26 (Mexico City) into a single route. (Docket 2909)

Michigan Helicopter Air Transport, E. Burke Wilford and George H. Tweney, d. b. a., c/o Robert S. Tarnay, 412-418 Colorado Bldg., Washington, D. C., for temporary certificate authorizing scheduled passenger, cargo and mail service by helicopters between Willow Run Airport Terminal and Detroit City Airport, and over four circle routes from Roosevelt Park P. O., Detroit. (Docket 2906)

Monarch Air Lines, Inc., Stapleton Field, Denver, Colo., for an exemption order authorizing applicant to activate route seg-

ment (4) of Route 73 with temporary suspensions of service at Leadville, Salida and Gunnison, Colo.; suspend service to Canon City, Colo. on route segment (5) indefinitely; serve Canon City on route segment (4) upon its activation. (Docket 2907)

Nevada Airways, Inc., Fallon, Nev., for a certificate authorizing scheduled passenger, cargo and mail service over 1997 miles of routes between Boise, Idaho, and San Diego, Calif.; Salt Lake City, Utah, and Salinas, Calif.; and Boise, Idaho, and San Francisco, Calif. (Docket 2892)

Northwest Airlines, Inc., 1885 University Ave., St. Paul, Minn., for certificate authorizing scheduled passenger, cargo and mail service between Seattle, Wash. and Portland, Ore. (Docket 2901)

Pan American Airways, Inc., for amendment of its Pacific certificate to include Melbourne, Australia. (Docket 2881)

Pan American Airways, Inc., for an exemption order authorizing scheduled traffic stops at Newfoundland, Bermuda, Eire and the Azores on Atlantic flights, provided flights between co-terminal points in the U. S. other than N. Y., and Bermuda originate or terminate beyond Bermuda; temporary suspension of service between various certificated Atlantic points from time to time; traffic stop at Dakar on flight between Lisbon and South Africa; and scheduled flights in accordance with authority contained in Board Order E-5 of Oct. 1, 1946. (Docket 2919)

Pan American Airways, Inc., for amendment to its New York-Bermuda certificate to eliminate specific reference to Hamilton as the point to be served in Bermuda, and to add Boston, Mass. as a co-terminal point in the U. S.

Parks Air Transport, Inc., Parks Metropolitan Airport, East St. Louis, Ill., for a permanent or temporary certificate authorizing scheduled passenger, cargo and mail service by helicopter over four routes in the Chicago area. (Docket 2908)

CAB Briefs

CAB has authorized a lump sum mail payment of \$1,484,000 to Pan American Airways for its trans-Atlantic operations during 1945. The total equals 80.28c per revenue mile flown during the year, and represents a 7% return, after Federal income taxes, on an allowed investment of \$3,020,930 for the PAA Atlantic Division.

A temporary mail rate award of \$450,000 for the 1945 operations of American Overseas Airlines has been approved by CAB. The lump sum is equivalent to \$150 per ton mile of mail for total operated by AOA.

Pan American Airways is again trying to gain access into Paris and Rome on its trans-Atlantic routes through application filed with CAB asking for such authority on a three-year basis. The company asked for expeditious handling of its request.

CAB has dismissed the fare complaint filed by National Airlines protesting Eastern Air Lines' reduced round-trip excursion fares inside Florida. The board declined to state any reasons for refusing to conduct the investigation sought, but rejected the complaint because it "does not state facts which warrant an investigation or action." EAL's reduced rates went into effect June 1.



Attention: PARKS GRADUATES!

Parks College Homecoming • August 1-2

Parks College of Aeronautical Technology of St. Louis University, founded August 1, 1927 as Parks Air College, is observing its 20th Anniversary August 1, 1947, as the oldest Federally approved aviation college in the United States.

Its 2,000 graduates, former students, their wives and families are invited to attend the reunion—the first ever held by the College.

August 1st and 2nd have been set aside as anniversary observance days and August 1st through 7th, Homecoming Week. Program includes a buffet dance, dinner speeches by Lt. Gen. James "Jimmie" Doolittle and other aviation leaders, and other activities to renew acquaintances.

Write today for detailed information and hotel reservations.

**Parks Alumni Association, PARKS COLLEGE OF AERONAUTICAL TECHNOLOGY
EAST ST. LOUIS, ILLINOIS**

Current London-Paris Air Fares Higher Than Prewar

By J. PARKER VAN ZANDT

Postwar air fares across the English channel are at a substantially higher level than before the war, while rates on comparable routes in the United States are lower, according to an analysis in the June 20 issue of *International Aviation*, weekly newsletter of *American Aviation Publications*.

In the summer of 1939, the last before the outbreak of World War II, the one-way fare between London and Paris was £4.10.0, or equivalent to \$22.00 U. S. currency at the rate then prevailing (\$4.889 per pound). This summer the rate is £7.0.0, equivalent to \$28.30 at the present rate of exchange.

As in 1939, one British and one French company operate the route. Together, before the war, they operated 14 round-trip services daily. Today the

aggregate number of daily round-trips has decreased to 9. The flying time, however, has changed very little—one hour twenty-five minutes.

Between New York and Washington there are also two companies operating, Eastern Air Lines and American Airlines. The average flight time is about the same, one hour and twenty-five minutes; and the airway distance is almost identical, about 215 statute miles. There, however, the analogy ends. While the fare abroad has increased to 13 cents per passenger mile, on the New York-Washington route it has dropped to about 5.2 cents. Meanwhile the daily frequency of service has increased by leaps and bounds, from 24 flights each way to 61. The following table summarizes the comparison between these two similar Blue Ribbon high density routes for the prewar and postwar periods.

	London-Paris		New York-Washington	
	1939	1947	1939	1947
Number of airlines operating	2	2	2	2
Frequency of daily round trips	14	9*	24	61**
One-way fare (in U. S. currency)	\$22.00	\$28.30	\$12.20	\$11.10***
Average fare, in cents (US) per mile	10.0c	13.0c	6.0c	5.2c

*5 out of London Airport (Heathrow) by Air France; 4 out of Northolt Airport by British European Airways.

**45 out of La Guardia Airport, 16 out of Newark Airport. Total of 31 flown by Eastern Air Lines, 30 by American Airlines.

***Including 15% Federal transportation tax, the fare is \$12.77.

United Air Lines, Air France Cancel Pact

United Air Lines and Air France, by mutual consent, have terminated the general agency agreement which was made last year. A UAL announcement explained that "prior to the war, United and other airlines had interline agreements with airlines of other nations, but the commission provisions were cancelled when the war started. The Air France agreement was the first postwar one reactivated by United with a foreign airline operator. The cancellation of the general agency agreement with Air France to a standard type interline agreement was made to make it conform with the prewar pattern and with any other interline agreements United may make with other airlines." Earlier, CAB Chairman James M. Landis indicated that CAB would disapprove the UAL-Air France agency agreement.

New General Manager for Avianca

Carlos Sanz de Santamaria is the new general manager of Aerovias Nacionales de Colombia (Avianca), succeeding Martin del Corral who resigned to become president of the Bank of Bogota.

PAL Receives Permit For Manila-Honolulu

Philippine Air Lines, Inc., has received from the Civil Aeronautics Board a foreign air carrier permit for scheduled trans-Pacific services between Manila and San Francisco via Honolulu. The Philippine Government has designated PAL as the Philippine-flag air carrier for services to the U. S. under the bilateral agreement dated Nov. 16, 1946.

PAL has been flying trans-Pacific contract cargo services, carrying some passengers in available space. The entire operation has been carried on by Transocean Air Lines on a charter basis. Transocean's president, Orvis Nelson, is also director of PAL's international operations. PAL is now about 75% Philippine-owned. One of the U. S. shareholders is Transcontinental & Western Air which, however, is seeking to withdraw from participation.

Airline Control Approved

A recent Canadian order-in-council has completed formal government approval of control of Canadian Pacific Air Lines by Canadian Pacific Railway.

Busy Atlantic Route

With an increase to 24 round-trip schedules weekly, providing a total of 866 seats, American Overseas Airlines recently was able to claim that it alone was operating more trans-Atlantic flights and furnishing more seats for Europe-bound passengers than the five foreign-flag trans-Atlantic airlines combined.

The other U. S. carriers—TWA and Pan American—at the same time were operating 32 weekly round-trips with 1,128 seats, while the five foreign-flag airlines were operating 20 round-trips and offering 663 seats. . . . Despite these 76 round-trips weekly and an average daily passenger capacity of about 760, advance reservations for the next several months were almost sold out.

KLM Granted Entry Rights to Berlin

An air committee of the four-power Allied Control Council in Germany has granted KLM Royal Dutch Airlines the right of entry to Tempelhof Airport, Berlin—the first such permission to an airline of a non-occupying nation. The Soviet members had previously opposed admitting any such airline and still hold out against granting a regular franchise as advocated by the western powers, including the U. S. KLM receives entry rights only on a flight-by-flight basis and must receive clearance for each trip, according to reports.

KLM estimates that it will begin Berlin flights about July 15 with two round trips weekly operated by DC-3's. This service will connect at Amsterdam with trans-Atlantic flights to the U. S. and South America. According to a statement attributed to Maj. Gen. Wm. Huender, chief of the Dutch military mission in Berlin, KLM rates will be lower than those charged by American Overseas Airlines and Pan American Airways—the U. S. companies now operating to Germany.

Great Britain and the U. S. are proceeding with plans to develop civil air transport as part of their joint two-zone program for reviving Germany's economic life. The Russians have so far declined invitations to extend the program to all of Germany.

De Havilland Aircraft Reports Over 100 Orders for Dove

De Havilland Aircraft Co. of Hatfield, England, has received £4,000,000 (\$16,000,000) of orders for the Dove "feederline" transport, company chairman A. S. Butler recently announced at the annual meeting. This represents orders for well over 100 of the aircraft. Most of the orders are from foreign purchasers, Butler added.

PERSONNEL

* * * *

Administrative:

Arthur M. Jens, Jr., secretary of TWA since February, 1944, and in charge of its contract, real estate and insurance departments, has resigned from the company. Jens joined TWA in December, 1943, as assistant to the secretary-treasurer, and became acting secretary in November of 1944.

Jesse W. Paige, formerly city manager for Eastern Air Lines in Philadelphia, has been appointed international procedure manager in New York. Paige joined EAL in 1935 as traffic and sales representative in Boston, served with Pan American Airways from July, 1946 to last April when he returned to EAL.

Kenneth H. Skinner, who has been with Western Air Lines since 1943, has been named manager of the company's regulations department.

Traffic and Sales:

W. A. Glassford, district traffic manager at San Diego for United Air Lines, has been named regional traffic manager at Boston, succeeding **E. V. Whallon**, who resigned. **W. R. Patrick**, city traffic and sales manager at Santa Barbara, succeeds Glassford at San Diego.

Ronald S. Gall has resigned as director of publicity for National Airlines. He joined NAL in February, 1946, after serving with Curtiss-Wright Corp., Brewster Aeronautical Corp., and Glenn L. Martin Co. Gall plans to establish his own public relations business in the New York area.

Warren Woodward has been named regional traffic manager for Pioneer Air Lines, with headquarters at Austin. Since last fall, Woodward has been serving as campus representative for Pioneer and manager of the airline's University of Texas ticket office.

Wayne B. Glasgow, formerly traffic and sales representative for Eastern Air Lines in Washington, D. C., has been appointed traffic and sales manager in Nashville, Tenn. Glasgow joined EAL in 1941 as a courier in New York.

J. J. Hollywood, formerly traffic and sales representative for Eastern Air Lines in Washington, D. C., has been named traffic and sales manager in Akron, O. He joined EAL in 1941 as member of the reservations department in Washington.

Andrew G. Diddel, formerly field manager for Eastern Air Lines in Miami, has been designated traffic and sales manager in Louisville, Ky. Diddel joined EAL in 1943 as a passenger service representative at Miami.

Robert M. Stevens has been transferred from Southwest Airways' advertising department to direct the company's sales promotion.

Robert S. Terrell, former Chicago newspaperman, has been appointed public relations representative for Southwest Airways in the San Francisco area.

Maurice B. Westphal, formerly traffic and sales representative for Eastern Air Lines in Chicago, has been appointed assistant traffic and sales manager in charge of the Chicago area. He has been with EAL since 1945.

Harrison Townsend, formerly field training manager for Eastern Air Lines in New York, has been designated assistant to the traffic and sales manager in Atlanta, Ga. He joined EAL's reservations department in Washington in 1941.



Directs Colonial Sales—

Arthur C. Doyle, air transportation sales veteran, has been appointed sales manager of Colonial Airlines. The new office was created for supervision of expanding sales service in conjunction with inauguration of the line's New York and Washington to Bermuda service Aug. 1. Doyle was U. S. sales manager for Pan American Airways for eight years.

John A. Swanson, Jr., former traffic and sales representative for Eastern Air Lines in New Orleans, La., is now traffic and sales manager at Corpus Christi, Tex.

Alfred R. Leddy, former terminal control manager for Eastern Air Lines in Detroit, has been appointed reservations manager in Washington, D. C. Leddy joined EAL in September, 1942, as a member of the traffic department in Philadelphia, and later served in various departments in Washington, Savannah, Miami, and Detroit.

Thomas P. Gilroy, former traffic and sales representative for Eastern Air Lines in New York, has been named traffic and sales manager in Charleston, S. C.

William H. Fobes, Jr., with Northwest Airlines since December, 1944, has joined Mid-Continent Airlines as district traffic manager



Fobes



Ridenour

for Minneapolis-St. Paul area. Fobes has been in NWA's Minneapolis traffic office for past year.

Orland J. Ridenour, former traffic and sales representative for Eastern Air Lines in New Jersey, has been designated traffic and sales manager at San Antonio, Tex. He joined EAL's reservations department in 1937.

Louis Calta, former reservations manager for Eastern Air Lines in Washington, D. C., has been appointed assistant traffic and sales manager in that city. Calta joined EAL in July, 1941, as a member of its Washington reservations department.

Richard J. Currie, former traffic and sales representative for Eastern Air Lines in New Jersey, has been appointed assistant traffic and sales manager in Detroit. He joined EAL in July, 1940.

James P. Farrell, who has been serving as district traffic manager at New York for Northwest Airlines, has been appointed district traffic manager at Shanghai; **Warren LeRoy**, district traffic manager at Great Falls, Mont., succeeds Farrell in New York, and **Howard West**, assistant district traffic manager at Spokane, has been promoted to district traffic manager at Great Falls. Farrell became d. t. m. for NWA at New York last February after 13 years with Eastern Air Lines. LeRoy has been with NWA since August, 1939, while West joined the airline in February, 1946.

Howard E. Davidson, formerly city traffic manager for Mid-Continent Airlines at Kansas City, Shreveport, Des Moines, and St. Louis, has been appointed district traffic manager for area including Kansas City, western Missouri, and eastern Kansas.

John H. Kissinger, city traffic manager for Mid-Continent at Omaha since April, 1946, now heads all MCA traffic operations for Omaha, Council Bluffs, Lincoln, and Fremont, Neb.

Paul Welch, city traffic manager at Houston since Mid-Continent inaugurated service there last February, has been named district traffic manager for area including Houston, Tyler, Longview, Gladewater, Kilgore, Marshall, and the Texas Gulf area at Galveston, Beaumont, and Port Arthur.

Leonard H. Gilbertson, former traffic representative for Mid-Continent in Twin Cities area, is now city traffic manager at St. Paul.

Charles A. Glover, Jr., former city manager for Eastern Air Lines in San Antonio, Tex., has been appointed assistant traffic and sales manager for the company in Atlanta, Ga. Glover joined EAL in 1939 as traffic representative in New Orleans, was later transferred in same capacity to Houston.

Operations-Maintenance:

George K. Harris, former superintendent of stations for Pioneer Air Lines, has been appointed assistant to the vice president in charge of operations. Harris was with Braniff Airways for seven years prior to joining Pioneer in September, 1945. **Marshall E. Warren** has been appointed superintendent of stations to succeed Harris. He has been with Pioneer since its beginning.

Vernon G. Robertson, who joined Pioneer Air Lines in June, 1946, has been appointed purchasing agent with headquarters at the main office, Houston Municipal Airport.

Antonio Alonso, Jr., who started with Pan American Airways in 1938 as a flight steward on Latin American routes, has been promoted from airport manager to station manager for PAA at Managua, Nicaragua.

Marshall A. Wooster, Western Air Lines' chief system pilot, has taken an extended leave of absence because of ill health. During his absence, his duties will be handled by Jack Thayer, acting regional chief pilot.

Dale Harper, formerly chief station agent for Delta Air Lines in Shreveport, has been promoted to station manager at Lexington, Ky.

D. Harold Jackson has been promoted from chief station agent for Delta at Jackson, Miss., to station manager at Asheville, N. C.

Robert E. Camors has been transferred from station manager for Delta at Chicago to same position at Fort Worth, Tex. He is

succeeded at Chicago by T. K. Touw, formerly station manager at Augusta. Paul Nabors has been transferred from station manager at Asheville, N. C., to replace Touw at Augusta.

Jody H. Brown has been transferred from station manager for Delta at Lexington to same position at Jacksonville, while Milton Herlong has moved from Jacksonville to become station manager at Miami.

J. E. Winchester, formerly chief engineer of Slick Airways, Inc., has been named to the engineering sales staff of Airplane Division of Curtiss-Wright Corp. He will concentrate efforts on the new CW-32 cargo transport, and will be located at Columbus, O.

D. E. Davidson, formerly communications officer of Air France, has been appointed sales engineer with Bendix International division of Bendix Aviation Corp.

Balfour Elected President Of Aero Training Society

Capt. Maxwell W. Balfour, v.p.-general manager and secretary-treasurer of the Spartan School of Aeronautics, Tulsa, Okla., was elected president of the Aeronautical Training Society at its annual membership meeting in Washington last month. He succeeded William R. Kent, of Memphis, Tenn.

Other officers elected were: Major C. C. Moseley, of Grand Central Airport Co. and Cal-Aero Technical Institute, Glendale, Calif., vice president, and Wayne Weishaar, Washington, D. C., secretary-treasurer. New members elected to the board of directors were: Oliver L. Parks, of Parks Aircraft Sales & Service, Inc., of East St. Louis; Clyde Brayton, of Brayton Flying Service, St. Louis, and Ben T. Smith, of Southeastern Air Service, Atlanta.



TWA's Middle East Chief—

Ray W. Wells, a pilot since 1927 and TWA'er for the past 12 years, has moved up the ladder in various flight and managerial posts to become acting director (succeeding Gen. B. F. Giles) of the company's Africa-Middle East region. Prior to setting up TWA operations between Africa and India, Wells was loaned to the Irish government as technical advisor to Aer Lingus.

Airline Commentary

By ERIC BRAMLEY

IN CASE LaMotte Cohu, the new president of TWA, is wondering what kind of an impression he made on TWA employees in Washington during his recent visit, we can report that the impression was terrific . . . Cohu spent an entire day going around talking to everyone—vice presidents, public relations men, mechanics, cargo handlers, baggage smashers, etc. . . . If he repeats this in other cities, he'll have everyone sold solid. . . .

Now that the airlines are carrying more and more air cargo, we sure get a chuckle out of some of the stories that come out of this business . . . For instance, it seems that TWA was hunting around for a 144-lb. Great Dane worth \$1,000 that was supposed to arrive in Los Angeles on a certain air freight trip, but didn't . . . A teletype to Kansas City brought the reply that the trip had departed with one Jersey bull, one corpse and 16,000 baby chicks, but no dog . . . The critter was still in Kansas City, but that station had feeding instructions, and reported that "dog has been exercised and in good health" . . . And TWA's St. Louis office reported by teletype that "delays on flights 369, 371 and 121 will be charged to precautionary as necessary for all personnel to help in capturing large bull dog that was out of crate and loose in compartment of flight 369. Dog dangerous and necessary all passengers to deplane until dog finally taken off ship" . . . Braniff Airways had a 193-lb. St. Bernard flying from Dallas to San Antonio and the dog consumed 16 steaks and a gallon of water before leaving Dallas . . . This occasioned the following message to San Antonio: "Please advise consignee to meet dog at airport before we lose money feeding it" . . . Yessir, now that the airlines are carrying dogs, bulls, corpses and 16,000 baby chicks at one crack, they're in for some new and interesting problems . . .

We've said before and we'll say again that the red tape surrounding international air travel is inexcusable . . . And we thought we'd heard everything until Hubert Schneider, Washington aviation attorney, came up with this one: "I feel you might be interested in my experiences on a recent trip from St. Thomas in the Virgin Islands to Miami via San Juan, Puerto Rico. At no time during this entire trip did I set foot on foreign territory. The entire trip was confined to U. S. territory, yet I dare say that I was submitted to more red tape than if I had made a trip to Tibet. I flew from St. Thomas to San Juan in 35 minutes, covering a distance of 75 miles. On arrival in San Juan, I had to pass through U. S. Immigration and had to have all my baggage opened and examined by U. S. Customs. Having purchased some straw table mats in St. Thomas and not having been in St. Thomas more than 24 hours, I was compelled to pay duty of about \$5 on these articles. Keep in mind that St. Thomas is U. S. territory. I laid over in San Juan for several hours before leaving on a non-stop flight to Miami. Before boarding the plane, I was again checked by U. S. Immigration. On arrival in Miami, I was checked by U. S. Health authorities, U. S. Immigration authorities, and again all my baggage was opened and examined. This time I did not have to pay duty on the straw mats because I had fortunately retained the receipt given me in San Juan. There cannot be any excuse for this kind of a performance where a U. S. citizen traveling between the U. S. possessions has to submit to these procedures." . . . We sure second that last statement . . . Anybody else got a story to tell?

When we were in Montreal a few weeks ago attending International Civil Aviation Organization sessions, we were fascinated when the discussions got on to the subject of airline schedules . . . The Americans, you see, pronounce "schedules" as though it had a "k" in it—skedules . . . The British, on the other hand, pronounce it "shedules," the first two letters being pronounced as though you were shushing someone up . . . Well, the going got pretty hot, and first an American would jump up and have his say about skedules, and a Britisher would follow on the subject of shedules . . . Finally came Mr. W. C. G. Cribbitt, who is the deputy permanent secretary of the British Ministry of Civil Aviation, and a prominent member of the British delegation . . . Mr. Cribbitt is a dignified but good-humored gentleman . . . And suddenly in the middle of his remarks, horror of horrors, he found that he was talking about skedules and not shedules! . . . The delegates from the other 30-odd countries caught on fast, and the snickers were quite audible . . . Mr. Cribbitt, somewhat flustered, retorted that he seemed to be catching this American habit . . . Thereafter he confined his remarks to shedules . . . Maybe somebody ought to standardize these languages . . .

FINANCIAL

* * * *

Ist Quarter Airline Operating Loss Exceeds \$18 Million

Despite a better than \$6 million increase in passenger revenues and a more than \$10 million increase in total operating revenues over the same period last year, the domestic airlines showed an aggregate operating loss of \$18,846,338 for the first quarter of 1947 in official reports filed by the companies with CAB.

Total operating revenues of the 19 carriers for the quarter amounted to \$69,761,302, a gain of 18.8% over the \$58,742,292 collected in the first three months of 1946. Passenger revenues alone were up to \$57,960,851, as compared to \$52,174,906 last year.

Passenger revenues, incidentally, accounted for 83.1% of total operating revenues of the airlines for the first three months of this year. Mail revenues accounted for 8.2%, express revenues 3.8% and freight revenues 2.3%.

The more than \$18 million loss taken by the airlines for the period resulted from the fact that operating revenues, while moving upward, were unable to keep pace with the rise in operating expenses. The latter amounted to \$88,607,648 the first quarter of this year, as against \$63,034,564 the same period last year—a rise of more than \$25 million or 40.5%.

Only Eastern Air Lines and National Airlines, with good load factors due in measure to vacation travel to and

from Florida resorts during January, February and March, were able to show a profit for the quarter.

EAL Returns \$1,664,898

Eastern, with total operating revenues of \$12,198,204 and total operating expenses of \$10,533,305, reported net operating income of \$1,664,898. National reported total operating revenues of \$2,797,464 and total operating expenses of \$2,449,880, for a net operating income of \$347,584.

Revenues and expenses for the quarter are shown for each airline in the accompanying table.

Trip Insurance Pays Off

In three recent airline accidents, 28 airline trip insurance policies aggregating \$285,000 were purchased by passengers, according to Daniel deR. M. Scarritt, of Associated Aviation Underwriters. All policies have now been paid or closing papers placed in hands of the beneficiaries, he said.

Passenger Liability Insurance

Airlines who are parties to the Universal Air Travel Agreement have voted to carry passenger liability insurance of not less than \$40,000 per passenger nor less than \$1,000,000 per aircraft accident.

Insurance Rating Bureau Studies Airline Accidents

Concern among insurance companies over recent airline accidents has prompted a study as to whether underwriting practices should be changed in connection with commercial aviation risks. The seven-page analysis is being distributed to member companies by the Transportation Insurance Rating Bureau (successor to Mutual Aircraft Conference), 175 Jackson Blvd., Chicago, Ill. Bulk of the study is devoted to elaboration on three major conclusions: "(1) airline accidents can be reduced sharply; (2) the human element remains the most important factor in underwriting aviation risks; and (3) crashes on scheduled airlines have resulted chiefly from disregard of known safety rules and regulations."

The study leans more to evaluation of crash causes than to recommendations on insurance rates and coverage.

CAB Study of Air Carrier Capital Costs Now Available

A report entitled "Comparative Costs of Air Carrier Capital," comprising a compilation by CAB of historic costs of domestic air carrier capital, is available at 45c a copy from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. The material is presented in both annual and monthly form, covering periods ranging from seven to 26 years. The tabular data and charts of the 31 exhibits comprising the report provide comparisons between classes of air carriers and security issues within the industry and with various other general and specific industry classifications.

Domestic Airline Revenues-Expenses for January-March

AIRLINES	TOTAL OPERATING REVENUES	PASSENGER REVENUES	MAIL REVENUES	EXPRESS REVENUES	FREIGHT REVENUES	EXCESS BAGGAGE REVENUES	NON-SCHEDULED TRANSPORT REV.	TOTAL OPERATING EXPENSES	AIRCRAFT OPERATING EXPENSES	GROUND & INDIRECT EXPENSES	NET OPERATING INCOME
All American	168,796	•••••	165,661	2,801	•••••	•••••	•••••	235,888	128,776	107,111	-67,092
American	14,872,604	12,345,666	793,878*	469,734	503,734	130,478	506,989	19,557,291	7,948,399	11,608,891	-4,684,686
Braniff	2,244,900	2,005,927	108,610	77,546	16,538	16,840	16,649	2,827,645	1,250,403	1,577,242	-582,744
Caribbean	111,399	96,230	4,015	•••••	3,362	886	6,258	130,458	55,553	74,904	-19,058
C & S	1,475,448	1,107,203	279,262	57,478	13,466	10,495	135	1,999,148	871,370	1,127,778	-523,700
Colonial	507,749	383,931	108,810	5,933	•••••	4,168	1,500	919,064	388,307	530,756	-411,314
Continental	756,663	563,317	153,299	8,512	7,998	5,460	4,784	1,014,170	419,762	594,407	-257,506
Delta	2,627,979	2,379,868	107,873	66,187	32,589	35,165	4,304	2,907,786	1,307,445	1,600,341	-279,807
Eastern	12,198,204	11,086,939	400,684	389,218	80,318	193,643	14,652	10,533,305	4,887,302	5,646,002	1,664,898
Hawaiian	692,511	566,188	7,568	22,189	99,675	21,127	15,368	706,518	278,285	428,232	-14,006
Inland	358,029	213,881	148,063	2,646	929	1,419	•••••	434,993	215,582	219,410	-66,963
NCA	1,105,313	841,756	230,993	12,577	2,957	6,481	6,839	1,205,220	512,739	692,480	-99,906
National	2,797,464	2,546,021	99,039	29,391	49,287	66,536	•••••	2,449,880	1,102,704	1,347,175	347,584
Northeast	827,316	640,920	165,293	14,885	990	1,698	683	1,327,177	625,444	701,732	-499,860
Northwest	3,516,543	2,993,337	293,152	152,010	28,850	24,153	10,983	5,415,033	2,063,450	3,351,582	-1,898,490
PCA	3,253,368	2,224,076	642,468	205,708	110,124	12,278	4,660	5,468,872	2,404,432	3,064,444	-2,215,508
TWA	8,303,391	6,659,059	758,770	497,273	204,336	79,170	56,106	11,741,182	4,841,284	6,899,897	-3,457,791
United	11,610,369	9,431,224	975,883	601,740	441,919	76,544	•••••	16,741,956	6,011,252	10,730,711	-5,131,595**
Western	2,323,256	1,875,308	321,302	39,652	30,099	16,974	5,270	2,992,050	1,355,166	1,636,884	-668,794
TOTALS	69,761,302	57,960,851	5,762,623	2,655,480	1,586,771	703,515	655,188	88,607,648	36,667,655	51,939,979	-18,846,338

* Includes \$3 foreign mail revenue.

** Does not include operating income (\$10,449) from Trans-Pacific operations, which is included under non-operating income.

NOTE: Under CAB filing procedures, the airlines file cumulative quarterly financial report for January-March in place of a separate statement for the month of March. Traffic data, however, are reported separately for each month.



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COOK'S TRAVELERS' CHEQUES—INTERNATIONAL CURRENCY

Domestic Airline Revenues-Expenses for February

AIRLINES	TOTAL OPERATING REVENUES	PASSENGER REVENUES	MAIL REVENUES	EXPRESS REVENUES	FREIGHT REVENUES	EXCESS BAGGAGE REVENUES	NON-SCHEDULED TRANSPORT REV.	TOTAL OPERATING EXPENSES	AIRCRAFT OPERATING EXPENSES	GROUND & INDIRECT EXPENSES	NET OPERATING INCOME
All American	\$ 54,716	\$	\$ 53,260	\$ 715	\$	\$	\$	\$ 86,669	\$ 40,117	\$ 46,552	\$ -32,353
American	4,415,494	3,606,519	252,213*	140,719	149,890	38,042*	170,714	6,259,468	2,486,130	3,773,338	-1,843,973
Brantiff	673,855	602,889	33,096	25,069	4,304	5,070	4,063	913,170	394,478	518,692	-239,315
Caribbean	33,779	30,349	1,218	. . . .	819	258	998	41,930	17,707	24,223	-8,151
C & S	488,161	366,367	96,054	17,022	3,382	3,256	. . . .	644,773	280,354	364,418	-156,611
Colonial	188,114	118,289	63,853	2,331	. . . .	1,397	. . . .	295,400	116,169	179,231	-107,286
Continental	225,542	166,093	48,927	2,761	2,459	1,582	788	334,805	136,367	198,438	-109,262
Delta	835,137	754,801	35,750	19,846	11,839	10,793	. . . .	730,899	414,784	516,114	-95,762
Eastern	3,891,327	3,537,734*	138,080	119,102	26,581	59,808	656	3,499,896	1,611,949	1,887,947	391,430
Hawaiian	201,114	163,940	2,382	7,084	17,375	6,218	3,915	224,135	87,346	136,789	-23,021
Inland	109,551	61,714	46,144	662	292	401	. . . .	144,683	74,479	70,203	-35,131
MCA	341,846	260,627	73,160	4,281	507	2,111	. . . .	392,350	157,425	234,925	-50,503
National	912,647	833,247	30,104	6,914	18,524	22,527	. . . .	794,186	363,056	431,130	118,461
Northeast	258,274	196,634	54,704	5,535	. . . .	502	. . . .	448,290	214,720	213,570	-170,016
Northwest**	1,095,709	903,539	118,838	55,386	10,729	7,561	1,878	2,005,192	761,818	1,243,374	-909,483
PCA	789,881	640,937	30,511	58,432	34,396	3,737	1,300	1,781,040	773,992	1,007,048	-991,159
TWA	2,434,552	1,893,668	243,351	147,979	69,598	21,947	43,539	4,153,875	1,709,152	2,444,722	-1,719,322
United	3,385,029	2,711,879	312,622	176,358	133,893	23,189	. . . .	5,637,462	1,984,554	3,652,907	-2,252,433
Western	594,978	533,005	33,171	6,652	9,413	4,765	1,669	978,437	442,605	535,832	-383,459
TOTALS	20,929,306	17,382,231	1,667,438	796,848	493,921	213,164	229,530	29,546,660	12,067,202	17,479,453	-8,617,349
January:	Revisions for Previous Months										
National	805,062	730,444	34,012	7,103	10,345	20,695	. . . .	821,932	364,858	457,064	-16,870
* Includes \$53 Foreign Mail Revenue. ** Includes adjustment of \$1,072 to January, 1947 revenue. *** Figures are for entire system; company did not give breakdown between domestic and international.											

U. S. International Airline Revenues-Expenses for February

AIRLINES	TOTAL OPERATING REVENUES	PASSENGER REVENUES	U. S. MAIL REVENUES	FOREIGN MAIL REVENUES	EXPRESS REVENUES	FREIGHT REVENUES	EXCESS BAGGAGE REVENUES	NON-SCHEDULED TRANSPORT REV.	TOTAL OPERATING EXPENSES	AIRCRAFT OPERATING EXPENSES	GROUND & INDIRECT EXPENSES	NET OPERATING INCOME
American	\$ 286,540	\$ 240,514	\$ 3,180	\$ 2,031	\$	\$ 22,924	\$ 6,262	\$	\$ 301,118	\$ 123,270	\$ 177,847	\$ -14,578
Amer. O'Sens	801,778	532,359	61,301	88,912	81,154	. . . .	9,448	. . . .	1,621,856	752,614	869,242	-820,078
C & S	85,015	46,176	36,442	. . . .	. . . .	1,430	966	. . . .	73,443	35,119	38,324	11,572
Eastern	56,815	54,389	547	. . . .	. . . .	1,758	119	. . . .	66,452	38,868	27,583	-9,637
National	70,731	66,332	279	. . . .	960	. . . .	3,169	. . . .	64,798	17,600	47,198	5,933
Northwest	Data not available;	company did not give breakdown between domestic and international.										
Pan American	4,359,093	3,245,246	161,615*	233,238	495,807	. . . .	145,134	21,387	5,094,954	1,807,417	3,197,536	-645,869
Latin Amer.	2,614,411	964,980	1,460,496*	58,387	76,039	. . . .	15,840	11,756	2,321,392	822,163	1,499,139	293,109
Atlantic	1,934,446	672,085	1,160,303*	14,013	68,865	. . . .	7,951	9,023	1,571,546	680,742	890,804	362,900
Pacific	516,373	123,398	377,015*	. . . .	14,751	. . . .	869	. . . .	418,251	158,364	259,887	98,121
TWA	1,336,604	969,603	114,421	162,527	114,971	. . . .	29,571	41,546	2,015,072	750,057	1,266,015	-679,468
TOTALS	12,061,906	6,815,073	3,375,599	559,108	852,547	26,112	219,329	83,712	13,459,792	5,186,214	8,273,575	-1,397,986
National	58,052	54,308	223	National's Revenues and Expenses for January, 1947				. . . .	59,515	20,640	38,875	-1,462
* Estimated												

Summary of Feederline Traffic for March

AIRLINES	REVENUE PASSENGERS	REVENUE PASSENGER MILES*	AVAILABLE SEAT MILES *	PASSENGER LOAD FACTOR	MAIL TON-MILES	EXPRESS TON-MILES	FREIGHT TON-MILES	TOTAL TON-MILES	REV. TRAFFIC TON-MILES	AVAILABLE TON-MILES FLOWN	% AVAILABLE TON-MILES USED	REVENUE PLANE-MILES	SCHEDULED MILES	% SCHEDULED MILES COMPLETED
Empire	782	163,000	830,000	19.6%	1,333	142	. . .	14,981	66,652	22.5%	83,017	85,281	97.4%	
Florida	565	77,000	414,000	18.6%	396	135	. . .	6,879	163,360	4.2%	51,688	55,468	93.3%	
Monarch	769	152,000	1,251,000	12.1%	8,129	6,302	3,996	33,628	111,051	30.2%	80,107	93,436	85.7%	
Pioneer	4,100	1,098,000	3,448,000	31.9%	3,440	1,192	. . .	101,284	265,278	38.2%	142,746	159,712	89.4%	
Southwest	4,041	656,000	1,676,000	39.1%	2,175	1,096	. . .	69,078	194,748	35.5%	93,938	114,207	82.3%	
West Coast	1,716	183,000	770,000	23.8%	269	184	. . .	16,771	78,520	21.4%	37,269	45,880	80.7%	
TOTALS	11,973	2,329,000	8,309,000	27.9%	15,742	9,051	3,996	242,621	879,619	27.6%	488,765	553,984	88.2%	
* Figures in this column are reported in even thousands.														

Variety of Reservations Systems Used by Airlines

By KEITH SAUNDERS

The domestic airlines may be willing, in some instances, to consolidate ground services and to make equipment interchanges, but they are decidedly individualistic with regard to reservations systems, judging from an American Aviation survey.

Covering over half of the scheduled carriers, the survey brought to light the fact that there are almost as many different types of reservations systems as there are airlines. But they all have a common purpose: elimination of the bottlenecks and delays which air travelers found to be so common and so irksome last summer and fall.

There's the "Johnson System" and the "Klein System," named for the airline employees who devised them. Then there's the system called "Chart-o-matic," another known as "Visual Sales," and yet another named "Time Control." Whatever their names though, the systems all are designed to save time—the time of the person desiring a plane reservation and the time of the agent handling the call.

Let's take a brief look at a few of the various systems and see just what they are:

Western Air Lines has adopted a decentralized system utilizing Kardex files and "roving" clerks using a special type of telephone turret. Worked out by Leland (Bill) Johnson, now chief reservations agent at Minneapolis, and Robert Leinster, chief agent at Los Angeles, this is known as the "Johnson System," and the company claims it makes possible the handling of a 50% greater volume of traffic with the same number of agents and telephone lines.

EAL's 'Chart-o-matic'

Eastern Air Lines, using a basic system of its own design known as the "Chart-o-matic" system, claims its New York reservations department now functions approximately 80% better than previously. A feature of this system is a huge Space Advisory Board permitting all agents in the room to ascertain readily what space is available on departing flights.

Another feature is the use of belt conveyors running down the center of the reservations position, with one belt going directly into the teletype room, another to the chart desks and a third from the teletype to the message desk. This eliminates much footwork and confusion, and an agent

What's in a Name?

The nation's certificated airlines use a wide variety of reservations systems, all designed to expedite the sale and confirmation of space and to obviate passenger irritation.

These systems have many different names, some euphemistic, some descriptive, and some obscure in meaning. Here are a few:

Western Air Lines—Johnson System

Eastern—Chart-o-matic
Continental—Visual Sector Control

C&S—Time Control
Delta—Seat Allotment
United—Local Sell-and-Record
PCA—Klein System
Northwest—Visual Sales
TWA—Teleflite
Braniff—Auto Sales

Mostly new, these systems add up to better service for airline passengers and more efficiency in airline reservations offices.

can now handle up to 18.5 calls per hour, instead of the 10 formerly handled. Net result, according to EAL, is that fewer incoming calls are "lost", customers rarely get a busy signal and complaints against Reservations have dropped off considerably, percentage-wise.

Continental Air Lines calls its reservations system "Visual Sector Control." The Visapanel, a scientific control board, allows for ticket sales visually at each station until 16 seats have been sold for a 21-passenger flight, at which time the particular sector controlling space issues a "lock-out" to all stations concerned. After this caution signal is issued, further requests for space must be cleared through the reservations department set up in that particular sector.

Chief features of United Air Lines' "local sell-and-record system" are an availability board for up-to-the-minute checks on flight space, and an endless-belt card distribution system. Card racks for each flight are attached to a simple mechanical belt, which at the touch of a button takes the desired flight record within easy reach of the reservation agent's desk. Trips which are sold out are flagged so the agent can tell at a glance there is no space. At larger offices, UAL also employs a so-called "stock inventory" method whereby the agent works from the original trip record.

Deeming its former "Seat Allotment" plan to be outmoded, Chicago

& Southern in late February adopted a new system known as "Time Control." Space requests received within an established "time period" can be confirmed instantly, unless all seats on the flight have been sold, and in that event the passenger is offered space on an alternate flight. During the same call, the passenger is able to secure confirmed space for his return trip, if he desires it. Seats on all flights are sold on a "first come—first served" basis, with a central space control office keeping accurate records of seats available on any flight.

Delta Air Lines dropped its "terminal control" reservations system in March and installed a highly flexible "seat allotment" system. Originating space on each flight is assigned to the 16 cities originating about 90% of Delta's total traffic, and approximately 90% of the space they sell daily is assigned to them under the new allotment plan.

Stations not allotted space for local control are required to request it on a terminal system. Intermediate stations retain control of advance assignments until a specified time, and then all unsold space on most flights is returned to the originating station, which has complete control of the flight until departure.

Savings for TWA

Clifford Mutchler, director of passenger service for TWA, says its new reservations system—called "Teleflite"—not only eliminates public grumbling over slow service and space mix-ups and facilitates on-the-spot reservations, but also will save TWA close to a quarter of a million dollars annually.

The system is built around a high-speed teletype system developed by the American Telephone & Telegraph Co. A compact, readable board, tied into the teletype system and making full passenger seat information on all flights visually available to reservations, enables agents to confirm seat space instantly or suggest other flights if one is sold out. Exact seat control is achieved by centralizing all reservations space in TWA headquarters in Kansas City.

Capital Airlines' "Klein System" makes ingenious use of visible cards in multitudinous pigeonholes in a vertical cabinet to enable a reservations agent to tell at a glance the amount of space available on any flight on a given day of the month. This system is now being augmented by an "Automatic Sales" feature under which agents sell space until all space is sold, as opposed to the old system of selling it on a space allocation plan. In short, space is centrally controlled, with the number of seats sold by each station contingent more upon demand than on supply as predetermined by an allocation method.

Northwest Airlines recently has completed a revision of its reservation system, which it calls "Visual Sales." Previously, Northwest held a majority of its space in Central Space Control

with some subassignment to originating points, a system necessitating requests and confirmations by teletype to many stations.

The new system utilizes blackboards on which all available space is shown, enabling the telephone agent to determine space availability at a glance. As space is sold, the blackboards are changed manually so that current information is always available. Three open-line telephone circuits operating 24 hours a day from a Central Space Control Office in Minneapolis permit high-speed transmission of reservation information. In addition, special agents control unused space in flights enroute and have such space available for possible last-minute sale at intermediate stations.

After preliminary tryouts at its New York and Montreal offices, Colonial Airlines several weeks ago put into effect a new service desk reservation procedure, based on the time-saving principle of one-agent completion of each reservation upon request from the passenger. Replacing the "Tiffany System," Colonial's new system incorporates some of the best points of many systems, including that used by the railroads. No reservations cards are required, all information being placed on the sales control chart by the sales agent.

The chart is so designed that a quick

Braniff In-Flight Service

Passengers on Braniff Airways planes in the air are now able to get confirmation of continuing or future space through hostesses and pursers working in contact with the company's central space control office. Braniff states this is the first in-flight reservations service to be offered by a commercial airline.

Information regarding space available on all flights over the system is relayed to all cabin attendants over the company teletype service, and notice of reservations made during a flight are wired to the central office at the next stop. At the same time, the hostess also picks up the last-minute chart of space conditions for all flights.

glance can determine what space is open on a particular flight and to what destination. At larger offices, the service desk is equipped with a special unit consisting of a case containing 90 compartments mounted on special ball-bearing wheels which roll on a track between the sales agents' desks. Colonial says the average reservation call can be handled in one minute now.

Mid-Continent Airlines, which in 1939 pioneered a 100% Central Control System, now uses a modified Terminal Control reservation system into which has been built the best features of seat allotment. Terminal Control stations are responsible for all space on flights operating from their station, and it is their responsibility to canvass all intermediate stations for desired space when such space is not available for confirmation.

Twenty-four hours prior to departure of each flight from origin station, all unsold space assigned to intermediate stations reverts to the proper Terminal Control, which from that point on is responsible for all space available until the flight reaches its destination.

American Airlines uses the "Sell and Record" reservations control system, with which they replaced the old "request and confirm" system several years ago. This plan, based on the premise that space is available until notice to the contrary is received, involves nothing more complicated than a system for providing reservations agents with notice of what segments of what flights are sold out.

If an agent receives a request for any other space, he "sells" it by confirming it without delay to the passenger and then "records" the sale with a record-keeping office. Through the operation of the "recall of subassignments" principle and the "inter-sales control of exchange of space" principle, unsold space is available for immediate confirmation on a first-come-first-served basis, as long as it exists.

Northeast Airlines also uses a "Sell and Record" system, which is considered to be basically sound and which is said to be operating much better now than a year ago, due to elimination of certain communication

bottlenecks and more experience on the part of personnel.

Braniff Airways uses an effective reservations system called "Sell and Tell" or "Auto Sales." Seats are automatically sold through the city and field ticket offices and a centrally located control office is notified by teletype. As a flight approaches capacity, all stations are sent a single "stop sale" message, and a circled station on the master control chart indicates stop-sale on that portion of the trip.

It is readily seen that there is little uniformity in the various reservations systems here outlined, each airline apparently believing its particular system best suited to its special needs.

There is uniformity, however, to this extent: All these systems have made it possible for air travelers to get fewer busy signals and prompter service when calling an airline reservation office, and from the airline standpoint they have made it possible for a given number of agents to handle many more space requests than previously.

Traffic Trends

Domestic

Braniff Airways reported 53,649 passengers in May, compared with 49,967 in April. The recent addition of 160,000 seat-miles daily through substitution of 46-passenger DC-4's for DC-3's on certain flights boosted Braniff's seat-mile availability to more than 1,000,000 daily.

United Air Lines flew 5,170,430 revenue passenger miles in May, a gain of 6% over the same month last year. The 1,208,200 cargo ton-miles flown during May, represented a 51% increase over May, 1946. Air express accounted for 528,000 ton-miles and air freight for 626,200.

Pioneer Air Lines set several new traffic records in its May operations. The line flew 170,371 revenue miles, compared to 150,750 in April of this year and 79,604 in May, 1946. The 5,368 passengers transported in May broke all company records, comparing with previous high of 4,812 in April and the 1,506 passenger in May, 1946.

Delta Air Lines' passenger volume for May was up to 45,333, as compared to 44,143 in April.

International

KLM Royal Dutch Airlines carried 13,300 passengers for a total of 43,289,000 passenger miles during the first year of its Amsterdam-New York service recently completed. Also carried were 148,500 pounds of mail and 622,600 pounds of air freight. KLM completed 100% of scheduled flights last winter with a maximum weather delay of 13 hours.

Scandinavian Airlines System reported it carried more passengers between New York and Europe in May than during the entire first quarter of the year. Operating at a 99.3% load factor, SAS carried 667 passengers to Glasgow, Copenhagen, Oslo and Stockholm during the month, compared to 447 for the first three months of the year. It also claimed a trans-Atlantic air freight record, flying 53,748 pounds of cargo, a 57% increase over the 34,298 pounds carried in April.

AMERICAN AVIATION

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New Orleans, La.
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Anti-Tipping Action

Interline agreements between airline members of the Air Traffic Conference striking at the airport tipping problem have been approved by the Civil Aeronautics Board.

While neither agreement sets up specific machinery for abating the tipping evil, each airline member of the Conference has agreed to do all in its power as an individual company to cut down the practice. The airlines will take whatever steps are possible to restrict the tipping of porters to cases in which a passenger actually engages the service of a baggage handler, and an effort will be made to persuade airport limousine operators to place "No Tipping" signs in their vehicles.

New Services:

NWA Offers 3 Flights Weekly to Orient

Northwest Airlines will inaugurate its short-cut service to the Orient on July 15, with three round-trips weekly. Planes bound for Tokyo, Shanghai and Manila will depart Seattle-Tacoma and the Twin Cities on Tuesdays, Thursdays and Saturdays, while return flights from the Orient will be made on Mondays, Wednesdays and Saturdays. Schedules have been arranged so that planes leaving both Minneapolis-St. Paul and Seattle-Tacoma will meet in Anchorage, Alaska, for the overseas flight along the Aleutian Islands to Japan, China and the Philippines. Typical fares quoted by Northwest are: Chicago-Tokyo, \$744.00 one-way, \$1,358.00 round-trip; Detroit-Shanghai, \$806.00 one-way, \$1,473.20 round-trip; New York-Manila, \$856.15 one-way, \$1,567.10 round-trip.

American Overseas Airlines on June 19 inaugurated the first regularly scheduled air service U. S. to Finland by extending to Helsinki its routes between U. S. and Scandinavian capitals of Copenhagen, Oslo and Stockholm. Three of AOA's five weekly flights to Scandinavia make connections for Helsinki at Stockholm, where passengers will be transferred from four-engined trans-Atlantic planes to DC-3's because of present runway limitations at Helsinki's Malmi airport. Fares from New York to Helsinki are \$440 one way, \$793.70 round-trip. Air cargo rates are \$1.04 per pound (\$1.60 per lb. for shipments under 100 lbs.).

Colonial Airlines has postponed inauguration of its New York-Bermuda and Washington-Bermuda service from July 25 to August 1. Flying 44-passenger DC-4's, Colonial will operate daily flights from New York, with an added flight from there on Fridays, and two flights weekly from Washington.

American Airlines opened direct daily DC-6 air service between Washington and Mexico City on June 16. Flights stop only at Dallas on southbound flights and at San Antonio and Dallas on return trips.

TWA plans to inaugurate non-stop service between Cincinnati and New York the first week in July.

July 1, 1947

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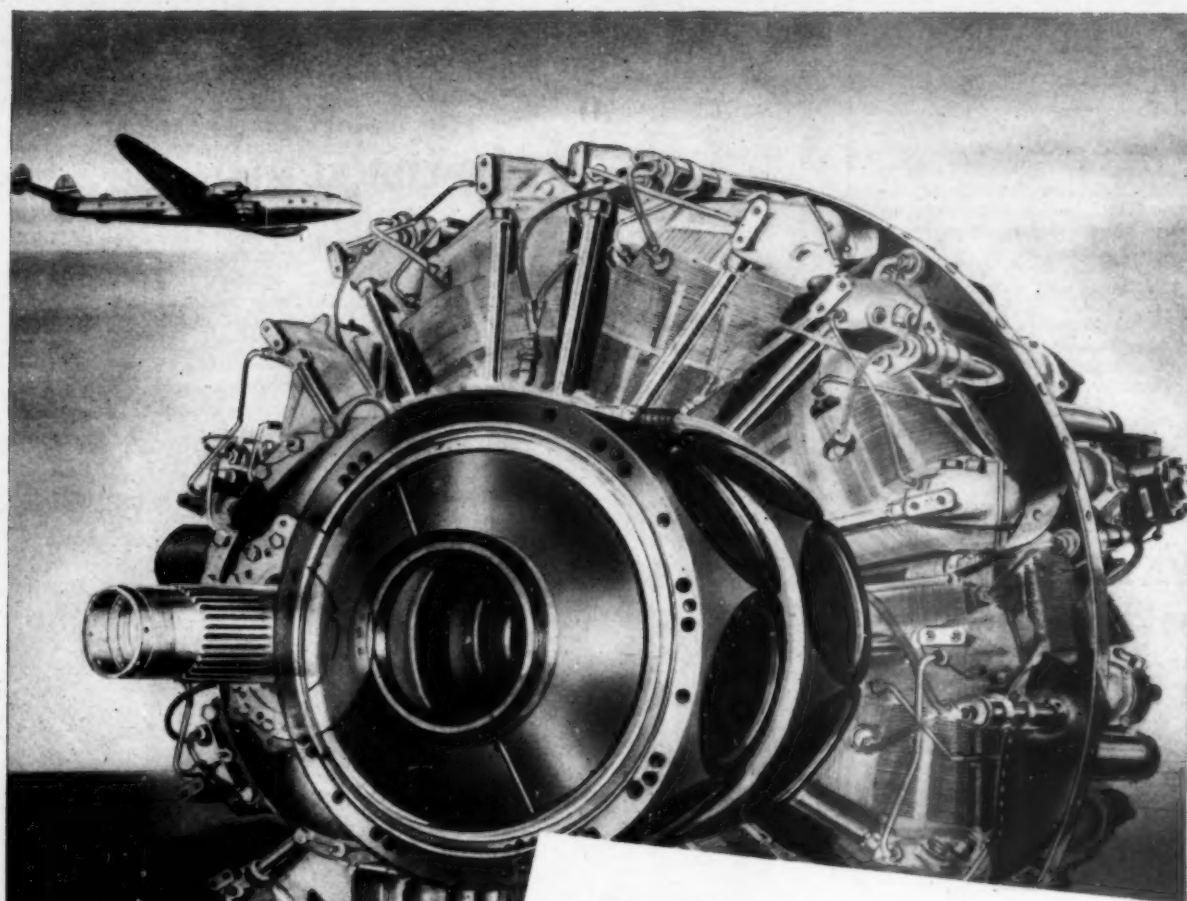
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COMMUNICATIONS—NEW EQUIPMENT—GROUND FACILITIES

Eastern Signs New Wage Agreement With Pilots

By GERARD B. DOBLEN

A new wage contract has been reached between Eastern Air Lines and its pilots whereby the airline agrees to pay its first pilots, with eight year's seniority, flying Douglas DC-4 equipment domestically on the basis of half day, half night service for 80 hours a month, a total of \$12,513.60 annually.

An all inclusive type of agreement, the contract covers the following aircraft based on these minimum block to block speeds: DC-3 not less than 155 mph; DC-4 not less than 200 mph; Martin 202 not less than 200 mph and Lockheed Constellation not less than 250 mph.

Block to block speeds are set up in the hourly pay formula as follows:

	Day per hr.	Night per hr.
Under 125 mph	\$4.00	\$6.00
125 including 139 mph ..	4.20	6.30
140 including 154	4.40	6.60
155 including 174	4.60	6.90
175 including 199	4.80	7.20
200 including 224	5.00	7.50
225 including 249	5.20	7.80
250 including 274	5.40	8.10
275 including 299	5.60	8.40
300 including 324	5.80	8.70

Base pay of first pilots ranges from \$2,200 per year for the first year to \$3,600 for a pilot with eight years seniority. Increases are at the rate of \$200 a year.

In addition, there is allowed 1½¢ for each 1,000 pounds of maximum certificated gross weight of the aircraft for each hour flown plus a mileage rate of 2¢ a mile for the first 2,000 miles over and above 100 mph per month, and 1½¢ for mileage flown in excess of the 2,000 but not to exceed 10,000 in excess mileage pay.

Under the example given in the contract, a first pilot, with eight years' seniority flying a DC-4 at 210 mph would receive \$3,600 base pay, \$6,000 a year for 40 hours per month each of day and night flying at a rate of \$5 and \$7.50 per hour respectively, \$1209.60 compensation based on weight of plane and \$1704 annually for mileage pay on the basis of a monthly mileage of 16,800.

Co-pilots, under the contract, start at a minimum of \$280 per month for the first six months and are raised

\$20 each six months until after the completion of four years service, when they reach a minimum of \$440 per month.

On the question of foreign and overseas operations, the contract states that a first pilot assigned to the company's foreign and overseas operation shall be paid a minimum amount of monthly compensation in accordance with his applicable rates of compensation stipulated in this agreement for 70 hours flying, one-half day and one-half night.

The pilot's expense allowance while engaged in operations away from his domicile base station will be at the rate of 30¢ an hour for each hour or fraction thereof but no expenses shall be allowed a pilot who is away from his base station for less than three hours.

The agreement is retroactive to April 1, 1947 and shall remain in effect until July 23, 1948 and shall renew itself automatically each succeeding year thereafter unless written notice is filed by the parties at least 30 days ahead of July 23, in any year.

Idlewild Far From Ready for Airline Use

Although recent reports have indicated that New York's huge Idlewild Airport may open for commercial operations by October 1, the chairman of the Port of New York Authority, which recently took over operation of all New York commercial fields, has listed an impressive number of obstacles to early use of Idlewild's completed runway system.

Howard Cullman, Port Authority chairman, states that at present the two major blocks to using Idlewild are blowing sand, and the jurisdictional strike which has delayed completion of telephone installations. According to Cullman, beach grass planted on the 4,900 acre tract is not sufficiently established to prevent clouds of fine sand from blowing "hundreds of feet high" as a hazard to flight operations and aircraft maintenance.

Even if the sand was under control and the strike settled, Cullman pointed out that Idlewild (he refers to it as New York Airport and indicates the name will be changed soon) is far from being ready as a major passenger terminal. The cinder block temporary terminal structure, which must be enlarged to handle any substantial amount of traffic, has only 9,000 square feet of rentable floor



Curtiss-Wright Cargo Mock-up—By the middle of July Curtiss-Wright Corp. expects to put the finishing touches on this mock-up of the CW-32 four-engine cargo transport. The interior shot above shows only the aft section of the 4,000 cubic foot cargo compartment. This will be the first large U. S. plane started from scratch for cargo service.

space. Cullman, for comparison, referred to LaGuardia's 100,000 square foot terminal building as "utterly inadequate."

Other improvements still to be made at Idlewild, according to the Port Authority chairman, are customs, immigration and other international travel facilities; aircraft servicing space in addition to the two modest-sized city hangars now on the field; basic concession facilities for passenger and employee comfort; and completion of the Van Wyck expressway to Idlewild.

Cullman also referred to a number of improvements scheduled for LaGuardia Field, particularly for ending or checking the field's tendency to settle into the bay. He said that tests will start soon on a project of accelerating the settlement of sub-surface mud. Other improvements mentioned were extending the east-west runway, and improving facilities for passengers.

Flight Regulations Extended

Special regulations covering long-range scheduled domestic flights have been extended by the Civil Aeronautics Board pending completion of new permanent regulations. Originally scheduled to expire June 15, the temporary regulations (CAR Serial 361-A) have been extended to December 15, 1947.

Intended to provide greater flexibility in high-altitude, long-range flights, the special rules are applicable only to operations above 12,500 feet east of Long. 100W and above 14,500 feet west of Long. 100W.

Improved Plane Lighting Sought in Navy Project

The Navy has initiated an aircraft interior and exterior lighting research project in an attempt to reduce night flying accidents. Three planes equipped with a variety of experimental lighting arrangements will be subjected to tests by experienced pilots in an effort to improve present types of cockpit and exterior lights.

While the cockpit lighting part of the project represents a more or less conventional approach to an old problem, the Navy is taking a new slant on the causes of certain accidents which have resulted from pilots trying to fly formation on a star or to join up on an automobile tail light moving along a dark highway.

The conclusion has been reached that the autokinetic illusion of confused movement which results from looking at a single point of light in the darkness, can be overcome if rows of lights are installed on the exterior of a plane, or if part of the aircraft surface is illuminated.

Aircraft Cabin Styling Service

An individualized aircraft cabin styling service has been inaugurated by the recently organized AiResearch Aviation Service Co. at Los Angeles Municipal Airport. The company's custom trim shop will offer airlines and industrial owners the services of experienced stylists and design engineers to carry out customer ideas on interior colors and arrangements.

Safety Slants

ONE SPECULATION that has provided considerable "hangar flying" material is whether reversible props would have prevented the Memorial Day eve accident at LaGuardia. The reverse thrust provides an airspeed brake that is entirely independent of runway surface conditions or traction. Wind direction and velocity will, of course, affect the braking effect in terms of ground speed but one cannot help thinking that the safety factor they would have provided might have been enough to stop the plane before it was fresh out of runway.

Ken Behr, manager of LaGuardia, was among the first to reach the scene of the United crash. He found that none of the emergency hatches had been opened. As Behr points out, too few airline passengers are aware that such escape means are provided in a plane. The small luminous patch over each hatch is not much in the way of identification.

Airline public relations departments have always been very touchy on the subject of accidents and reluctant to call passengers' attention to emergency precautions and equipment.

In a crash landing there is always a possibility that the lights will be useless. Dry cell powered, self-contained emergency lanterns to be turned on as routine during take offs and landings at night are an example. Outlining emergency exits with luminous paint and providing panic-proof release handles would help, too. The handle on the DC-6 hatches is a step in the right direction. It can be opened from the outside as readily as from inside.

How many times have you read on a theater program: "Look around now for the nearest exit. In case of fire WALK do not run to that exit." Similar education of airline passengers might save many lives in the future. As Dr. Howard K. Edwards, Eastern Air Lines' medical director and chairman of the health committee, Air Transport Section, National Safety Council, pointed out in an address to the SAE in Chicago some time ago: "The commercial air carrier has overemphasized that air travel is not hazardous and has hidden as much as possible all types of safety measures, but the most obvious one—the safety belt cannot be hidden. The public has accepted it." They can be educated to accept other safety measures too, if we try.

* * * * *

Judicious use of one of the oil absorbent compounds will be found to be an excellent method of cleaning up oil and grease spots. These compounds are astonishingly greedy in the way they eat up oil and grease and some of them will also absorb water. Where they have been tried on floors that were badly oil soaked from neglect, it has been found that in a short time the floors looked like new. The granules entirely eliminate the hazard of slipping on slick floors in addition to encouraging good housekeeping.

* * * * *

The DC-6 has a small door in the side of the cowling on each engine which allows a CO₂ extinguisher horn to be inserted into the accessory section or zone 2 should a fire occur in this area on the ground.

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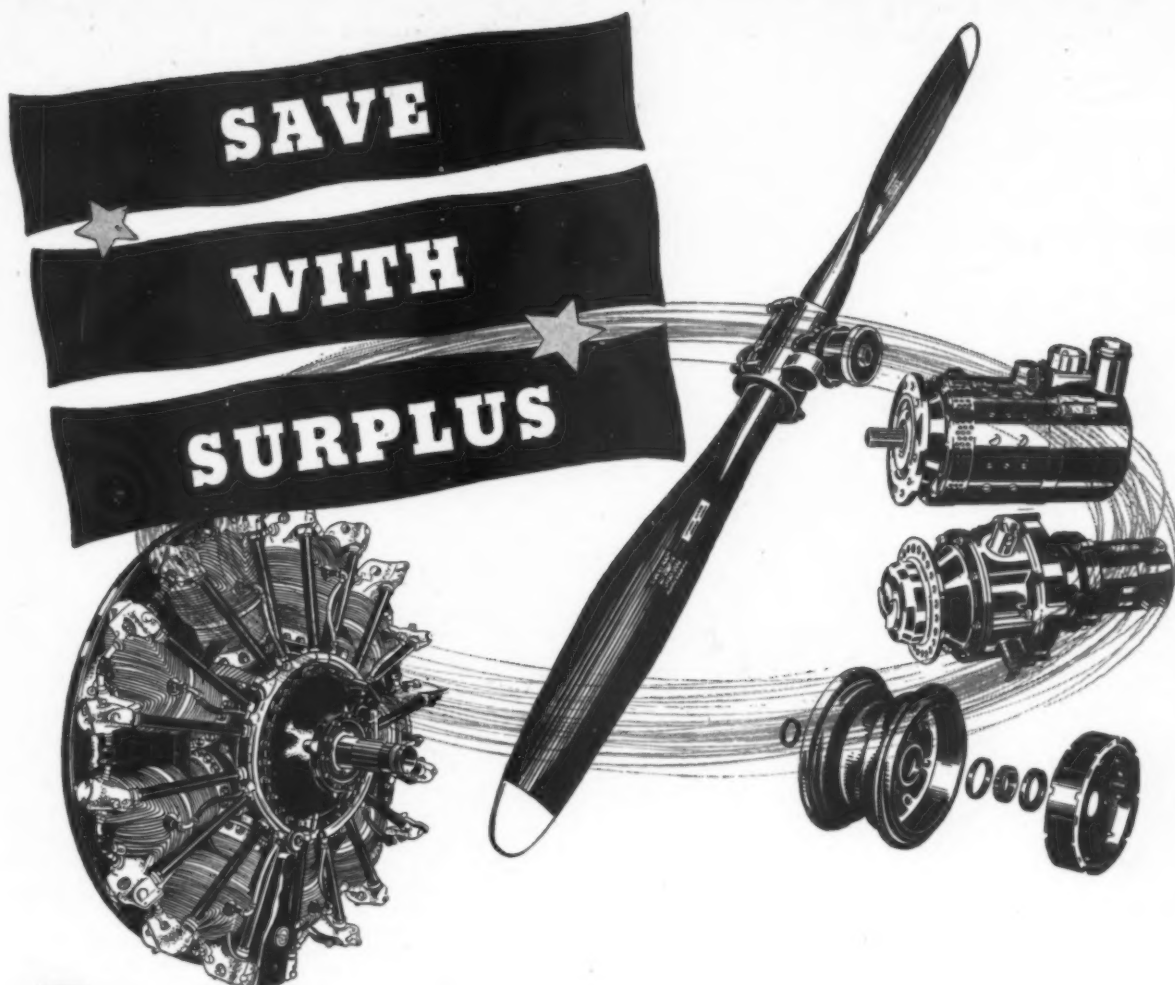
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1222

Some Changes in Cargo Safety Standards Proposed

The opinion that some modification in the safety standards for cargo aircraft would be reasonable and justifiable has been filed with the Safety Bureau of the Civil Aeronautics Board by the engineering committee of the Air Transport Association.

The committee made known its viewpoint in commenting on a Safety Bureau proposal that would permit limited modifications in the safety standards of all-cargo transport aircraft.

As precedent for its general recommendation, the ATA committee, it was said, pointed out that the Douglas DC-3 is permitted a higher landing speed for cargo operations, and that operating requirements generally for cargo aircraft are less stringent than those for planes engaged in passenger service.

The committee was of the opinion, however, that in order to maintain a comparable standard of safety even though airworthiness requirements for cargo aircraft are modified, substitution of certain safety measures such as wearing of parachutes by crew members and provisions for jettisoning of cargo would have to be considered.

The committee was said to be continuing its studies with the view of recommending specific changes in Civil Air Regulation 04b, or possibly the inclusion of new regulations in proposed cargo operating rules.

NWA Specifies Plastic Water Pipes for Stratocruiser

Plastic water pipes, which don't react like metal tubing to the chemical content of water drawn from different sources, have been specified by Northwest Airlines for new Stratocruisers now being manufactured for Northwest by Boeing Aircraft Co. Each plane will have 435 feet of the plastic pipe connected with three separate tanks for drinking water, washing water, and for galley water supply.

"Our decision to use plastic for all water distribution pipes," reports Northwest's vice pres.-engineering K.

If there is such a thing in real life as a legendary character, the title in the air transport industry goes to Andre A. Priester.

Unassuming, publicity-shy, a tough taskmaster, and a brilliant mind, Andy Priester observes his 20th year with Pan American World Airways on July 25. As vice president and chief engineer of PAA, "the Dutchman" has played one of the biggest roles in American air transportation and yet, outside his own official family, he is one of the least known in the business.

The stories about Priester are legion. He is scientific and meticulous to an extreme degree. Those who have worked for him know what a hard-boiled and exacting boss he can be. But there is no man who has ever worked for him who doesn't pay him the highest respect. Most of them have been awed by his mastery of aircraft engineering; many of them have worshipped him. All have recognized in Priester the technical genius that operated behind the scenes to build one of the world's largest airline systems.

Priester holds forth almost in anonymity in the PAA offices in the Chrysler Building in New York. But he's apt to drop in on a base with lightning surprise—and woe unto those who are caught with unkempt messy offices and workshops. Cleanliness and orderliness are important words to Priester and nobody has ever yet found a PAA base that wasn't in what appeared to be first-class appearance and condition. If it wasn't tip-top, only Priester could spot the deficiency.

Safety on the ground and in the air have been foremost in Priester's interests and to him safety consists of a

great many little things. He was born in Krian, Netherlands East Indies, on Sept. 29, 1891. He was educated at schools in his native land and in Holland and served with the Royal Netherlands Army during World War I. When the war ended, he began specialized study in aviation and learned to fly.

His aviation career began in 1920 when he joined KLM, Royal Dutch Airlines, serving as assistant operations manager until 1925, when he came to the United States. For two years he worked as air transport specialist with Atlantic Aircraft Company, as manager of the model airline between Washington and Philadelphia during Philadelphia's Sesquicentennial celebration. He also was with Stout Airplane Division of Ford Motor Co. during that period.

Then, having met Juan Trippe through Anthony Fokker, Priester joined Pan American and plunged into the task of creating the first U. S. international airline. In the intervening two decades, Priester and Trippe have expanded an airline into a world organization.

Many technical innovations in air transport are directly attributable to Priester, particularly in the field of larger airplanes with longer range, greater speed and higher cruising altitude. Until PAA discarded flying boats for large landplanes, Priester was undoubtedly the authority in the U. S. on seaplanes. Today he's involved in all types of large transports from the Constellation and the DC-6 to the Boeing Stratocruiser.

No detail is ever too small for his attention or notice, even to the insignia on a flight engineer's uniform.

W. W. P.

A Legendary Figure

Pan Am's Priester Marks 20th Year

R. Ferguson, "is related to the fact that Stratocruisers will be serviced at various cities in the Orient—where servicing will include replenishing the water supply. Studies have shown that the difference in mineral content sets up chemical reactions in metal pipes—which are apt to be distasteful to passengers.

Two types of plastic will be used; hard but flexible Tenite 2 for main piping, and softer ployvinyl chloride for connecting joints. Neither type will burst if frozen.

Partial Walkout of Delta Maintenance Workers Ends

The partial walkout of Delta Air Lines maintenance workers which started May 8 has ended. Officials of Local 1012 UAW-CIO agreed to call off the strike if the company would permit return "without prejudice" of the few employees who had not returned voluntarily. The maintenance department was reported to be 90% manned when the walkout was called off.

According to Robert Wharton, Delta personnel director, the company maintained its best operational record in the past five years while the walkout was in progress. Enough employees were on the job at all times that no flights had to be cancelled due to absence of maintenance crews.

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All-Purpose Building Gives Western Well Integrated Base at L. A. Airport

A new general office, hangar and maintenance building costing more than \$2,000,000 has been opened by Western Air Lines on Los Angeles' new Municipal Airport.

Officials of WAL say the new building gives them the most completely integrated base for commercial air transport operations in domestic air service.

Designed by The Austin Company, the building has complete facilities for the servicing, maintenance, repair and overhaul of the largest airliners now in service or in prospect. Space sufficient for the simultaneous overhaul of two four-engine transports, for instance, is provided in the two enclosed repair hangars. Minor repairs and routine service will be concentrated in a 278-foot nose hangar, 100 feet deep, with 60-foot cantilevered overhang extending its full length. All hangars are directly connected to the larger two-story shop and office structure, which has more than 180,000 square feet of floor space.

Specialized shop facilities include more than 23,000 square feet devoted to engine overhaul and repair, with special built-in facilities for engine and parts cleaning. There also is a completely equipped radio and instrument department for maintenance, repair, inspection and testing of com-

munications equipment and instruments. Radio operations headquarters, together with PBX and teletype control center for the entire Western Air Lines system, occupy the space between the radio shop and headquarters offices at the south end of the structure.

A substantial amount of space, including a large lunchroom and commissary, has been devoted to facilities for the service and convenience of WAL's more than 750 employees.



New WAL Headquarters—This view, taken from the airport side of the building, shows Western Air Lines' new combined general office, service hangar and overhaul shops at Los Angeles Municipal Airport. At far left, beyond the two enclosed hangars, is a unique 278 foot nose hangar with 60-ft. cantilevered overhang.

Army Ditching B-17's In Water Landing Tests

The Army's ditching test program, directed at evaluating the best aircraft design features for safe water landings, got under way last month offshore from Eglin Field, Florida.

The first of a group of radio controlled B-17's, specially converted for the project by Curtiss-Wright's airplane division, will be ditched and then recovered for careful analysis of test instruments and aircraft structural failure. Modifications to each B-17 to be used in future tests will incorporate structural features found desirable in previous ditchings.

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Lockheed: Lodestars, Hudsons, Electras

Boeing: 247-Ds

Beechcraft: Commercial Model 18s,

Military AT-11s, AT-7s

Sikorsky: S-43s

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Daily Plane Utilization of U. S. International And Feeder Airlines

U. S. international air carriers (including domestic operators with routes to foreign points) got utilization from their airplanes as high as 17 hours a day and as low as 4.25 hours a day during the first quarter of this year, according to reports filed with the CAB. Similar reports filed by certified feederlines show a steady improvement, month-by-month, in airplane utilization. Figures below on American, Eastern, C&S and Northwest cover only operations to Mexico, the Caribbean and Alaska. Domestic and Canadian operations are filed separately (see *American Aviation*, June 15, p. 49).

U. S. INTERNATIONAL AIRLINES

	All Schedules	DC-3 Pass.	DC-3 Cargo	DC-4 Pass.	DC-4 Cargo	Constellation
American						
Jan.	8:31	5:54	....	8:45	2:40	....
Feb.	9:03	8:57	10:08	8:57	....	....
Mar.	9:00	....	9:13	9:01	5:46	....
Amer. O'Seas						
Jan.	4:45	....	....	7:03	....	1:27
Feb.	4:25	....	....	5:36	....	2:43
Mar.	5:07	....	....	5:54	....	4:01
C & S						
Jan.	5:03	....	....	5:03	....	....
Feb.	5:29	....	....	5:29	....	....
Mar.	6:25	....	....	6:25	....	....
Eastern						
Jan.	8:18	....	....	8:18	....	....
Feb.	10:23	....	....	10:23	....	....
Mar.	4:48	....	....	4:48	....	....
National						
Jan.	9:40	....	....	9:40	....	....
Feb.	10:00	....	....	10:00	....	....
Mar.	10:27	....	....	10:27	....	....
Northwest						
Jan.	9:19	....	....	9:19	....	....
Feb.	17:01	....	....	17:01	....	....
Mar.	9:33	....	....	9:33	....	....
PAA Latin Amer.						
Jan.	9:30	9:48	7:03	9:51	....	....
Feb.	9:28	9:44	6:34	10:07	....	....
Mar.	8:33	8:47	6:59	9:09	:27	....
PAA Atlantic						
Jan.	5:37	....	....	....	....	5:37
Feb.	6:16	....	....	....	....	6:16
Mar.	6:13	....	....	....	....	6:13
PAA Pacific						
Jan.	7:21	....	....	7:27	....	7:06
Feb.	7:41	....	....	8:02	....	6:28
Mar.	8:47	....	....	8:51	....	6:50
PAA Alaska						
Jan.	6:31	7:08	2:37	....	....	....
Feb.	7:10	7:28	....	....	....	....
Mar.	8:12	8:29	....	....	....	....
TWA						
Jan.	4:35	....	....	4:31	9:18	4:34
Feb.	4:57	....	....	5:02	2:05	5:21
Mar.	5:39	....	....	5:35	5:43	5:44

FEEDERLINES

	All Schedules	DC-3 Pass.	Boeing 247-D	Beechcraft D-18-C
Empire				
Jan.	4:32	....	4:32	....
Feb.	5:48	....	5:48	....
Mar.	6:08	....	6:08	....
Florida				
Jan.	1:42	....	....	1:42
Feb.	2:35	....	....	2:35
Mar.	3:34	....	....	3:34
Monarch				
Jan.	1:58	1:58	....	....
Feb.	4:05	4:05	....	....
Mar.	5:09	5:09	....	....
Pioneer				
Jan.	4:43	4:43	....	....
Feb.	6:45	6:45	....	....
Mar.	7:12	7:12	....	....
Southwest				
Jan.	2:35	2:35	....	....
Feb.	2:47	2:47	....	....
Mar.	3:15	3:15	....	....
West Coast				
Jan.	3:25	3:25	....	....
Feb.	4:08	4:08	....	....
Mar.	4:26	4:26	....	....

30 Hour Check

By DAVID SHAW

ONE of a score of subjects which came up for discussion at the recent Chicago meeting of airline chief pilots was whether or not compass locators, in the event the ILS and GCA program is cut back for lack of funds, could be of substantial assistance in instrument approaches to the end of the runway. The feeling seems to be that regardless of the values of compass locators, there is such a big problem on frequencies that they should not be adopted for let-down purposes.

In the same discussion there appeared to be a general opinion among the chief pilots that safer operations would be possible if low frequency ranges were moved to provide for straight in approaches during emergency or low-ceiling conditions.

There seems to be a move afoot in the CAB to re-classify airline pilots according to their age and experience. Neither the details nor the exact purpose have been announced, but the word is out that first class airline transport pilots may be required to have 2400 hours and be 25 years old, the second class would be 23 and have 1200 hours, and the bottom group would have at least 600 hours and be at least 21.

An interesting system of monorails and bridge cranes has been built into Western Air Lines' new hangar and maintenance building at Los Angeles Municipal airport. Monorails with 4,000-lb. lifting capacity have been installed in the engine overhaul shop and the storage area, extending into the several hangars where bridge cranes have a continuous travel of 585 feet across the width of the hangars. Smaller interconnecting monorails are installed in the stockrooms and propeller shop.

We sat spellbound for several minutes the other day over some interesting reading matter which crossed our desk. This piece, in a recent issue of *Interavia*, describes a series of incidents in an Air France Constellation last February between New York and Casablanca. First event was a fire in No. 4 engine. The fire was extinguished, temporarily, but the propeller wouldn't feather and the engine kept windmilling and breaking out in flames again. Next event was the failure of No. 3 engine. This one was feathered, and later started again, but shortly thereafter the propeller on No. 4 tore away and cut into No. 3, putting both starboard engines entirely out of commission. By this time the plane was only 200 feet above a wicked looking sea, the artificial horizon was malfunctioning, darkness was approaching, and it was something like 600 miles to land. Anybody reading the story will work pretty hard at helping them into Casablanca.

Glenn L. Martin's Honeycomb construction material, which is manufactured under license by U. S. Plywood Corp., has recently been improved by making the honeycomb cells of thin aluminum foil rather than kraft paper or linen. Advantage is that the aluminum foil doesn't have to be impregnated with plastic, like the paper and cloth, for rigidity and imperviousness to dampness.



Colonial Operations Staff—Recent awards from the National Safety Council prompted this luncheon gathering of operations department heads of Colonial Airlines, which has operated since 1930 without a passenger or crew fatality. Sigmund Janas, president of the airline, is shown presenting the Safety Council's distinguished service certificate to Branch T. Dykes, vice president-operations. The group includes Ted Volz, general foreman of line maintenance; Edward Werzyn, superintendent of communications; Carl Rech, director of flight operations; Branch Dykes; Stewardess Jeanne-Marie Baume; Capt. Fred Smith, chief pilot; Ned H. Dearborn, president of the National Safety Council; and Capt. Robert Silver and Bruce Macklin.

UAL Link Trainers Get New Navigation Units

New automatic radio navigation units, built by Curtiss-Wright, have recently been added to United Air Lines' Link trainer fleet. The units will serve to expand United's pilot training program by providing greater similarity to actual flight conditions and by providing for improved training on new navigation and landing aids.

The new units, mounted in a shoulder-high stand incorporating controls and a vertical circular flight-path chart, will provide automatically all navigational signals and indications previously supplied manually by Link operators. It also provides ILS, glide path and marker indications automatically.

UAL, American Plan Joint Passenger Terminal in Chicago

A new airline terminal, to be established jointly by United Air Lines and American Airlines, will be opened within a few months in downtown Chicago, on two levels at LaSalle St. and Wacker Drive.

The terminal will be devoted ex-

Stunkel Heads Aviation Maintenance Corp.

Reagan Stunkel has taken over duties as president of the Aviation Maintenance Corp., of Van Nuys, Calif. Col. J. H. Fite, who has served as president and board chairman, will now devote full time to the latter position, concentrating on expansion problems and major over-all policies.

Stunkel, in aviation maintenance for the past 20 years, was at one time superintendent of maintenance for Braniff Airways and more recently was vice president of Lockheed Aircraft Service, Inc. He also was elected to the AVC board, along with John B. Dunbar, Los Angeles investment banker, who succeeded Will Livingston, resigned.

clusively to unloading and loading passengers to and from the Chicago Municipal airport. The street level will serve as a waiting room, the lower level as a limousine boarding station.

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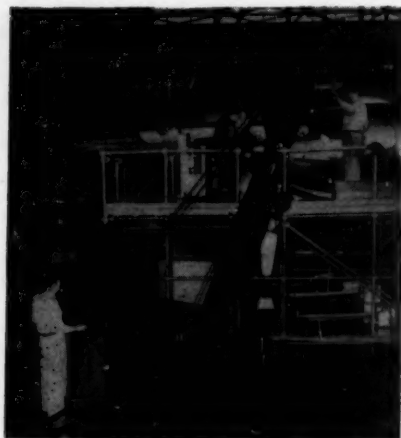


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and Frank Ambrose Aviation, S. A. Panama City, R. P.
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New Equipment

Battery Powered Crane

Pan American Airways' Atlantic Division base at La Guardia Field uses this storage battery-powered crane truck for positioning engines and other heavy jobs. Its use is recommended



not only for ease and economy of operation, but for safety in areas where inflammable fuels, lubricants and fumes are found. PAA also uses battery-powered fork lifts and platform trucks.

Fiberglas for Cushions

A new superfine grade of fiberglas, particularly suitable as a weight-re-

ducing filler for aircraft seats, has been announced by Owens-Corning Fiberglas Corp., Toledo 1, Ohio. The company recommends that for maximum riding qualities batts be fan-folded vertically, compressed to 2½ pounds density, stitched through with twine and then sliced horizontally into pieces of the required thickness. A weight reduction of two pounds per aircraft seat is reported possible with the material which has been designated Fiberglas Superfine PF, Type A44.

Explosion-Proof Equipment

General Electric Co. has developed a method of explosion-proofing electric motors, controls and other equipment. Using porous metal instead of gauze or screen for venting windows, and also using re-designed flame paths, the GE development promises safer aircraft operations through more complete dissipation of combustion gases and through diminished initial pressure wave in case of a minor explosion within electrical equipment.

Altimeter Setting Indicator

Elimination of the human factor in computing altimeter settings and in resetting sensitive altimeters at airports and airways weather stations, is offered by a new altimeter setting indicator for traffic control centers. The instrument, developed by Kollsman Instrument Division of the Square D

Co., has a range of station elevation settings of 3400 feet and gives direct continuous readings of prevailing sea level pressure.

The instrument dial is standard six-inch control tower panel size, calibrated in hundredths of inches for 28 to 31 inches of mercury. Mechanism consists of a precision aneroid barom-



eter actuated by an evacuated springless aneroid diaphragm. Diaphragm movement is translated to the pointer through a precision gear train.

Limiters Proposed to Solve Loran Pulse Interference

Opposition to continued use of 1950 kilocycles for the North Atlantic loran network, raised by Danish delegates to the international telecommunications conference in Atlantic City, has been countered by a U. S. proposal for installation of limiters in the receivers of Danish fishing vessels and small craft authorized to receive on 1925-1950 kcs.

The limiter, which effectively cuts out loran pulse interference, costs only \$2.30 and can be installed in a few minutes. Loran stations use it to prevent interference with other radio communications at the station.

The proposal made at Atlantic City calls for the matter to be referred to and handled by the International Civil Aviation Conference (ICAO) under recently established procedure for emergency technical aid to small nations. The U. S. (probably the Coast Guard) would furnish the equipment and technical assistance.

Reports from Atlantic City have indicated that Danish delegates pressing for immediate action to reduce serious interference in their small craft communications band are not the same men who have represented Denmark at ICAO sessions, and thus were not aware of ICAO assistance procedure nor of the problem which would be posed in attempting to obtain a new loran frequency and then modify all airborne, shipborne and ground loran equipment.



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Product Literature and Booklets

Two new bulletins have been issued by Cornell-Dubilier Electric Corp., South Plainfield, N. J.; No. 100-425 describing Type QC hermetically sealed electrolytic capacitors, and No. 100-424 on a new super-small version of the type BR electrolytic tubular capacitors.

"What is GCA" is a readable 16-page booklet prepared by Bendix Radio to describe the principal functions and features of postwar approach control and surveillance radar.

An application manual for d-c selsyn position indicating equipment has been prepared by the Apparatus Department of General Electric Co., Schenectady, N. Y. The 20-page booklet illustrates three different transmitters and seven styles of indicators. Application data applies particularly to aircraft-type instruments which can be applied to other industries and uses.

Aircraft Tools, Inc., 2306 E. 38th St., Los Angeles, has just issued a 134-page catalog (the ninth annual edition) of reet, dimpling and cutting tools, angle drills, and bucking bars. All items are shown in photographs and in line drawings giving sizes and specifications. The book is tabbed and indexed for quick reference.

'Everseal' tube connector fittings for prevention of fuel line leakage are illustrated in a new catalog insert prepared by Everhot Products Co., 2001 Carroll Ave., Chicago. Main feature of the fittings is a self-flaring coupling capable of withstanding greater pressure and vibration than the connecting pipe itself.

Classified Advertising

The rates for advertising in this section are as follows: "Help Wanted," "Positions Wanted," "Aircraft Wanted or For Sale," and all other classifications \$1.00 a line, minimum charge \$4.00. Estimate bold face heads 30 letters and spaces per line; light body face 40 per line; box numbers add two lines. Terms, cash with order. Forms close 30 days preceding publication date. Rates for display advertisements upon request. Address all correspondence to Classified Advertising Department, AMERICAN AVIATION PUBLICATIONS, 1317 F Street N. W., Washington 4, D. C.

NOTICE TO BIDDERS

NOTICE TO BIDDERS. Sealed bids for the leasing and operating of a public airport known as Linden Airport, formerly known as the Eastern Aircraft Airport at Linden, N. J., located at U. S. Route 1, State Highway Route 25, and Stiles Street in the City of Linden, Union County, New Jersey, will be received by the Governing Body of the City of Linden at the City Hall, Wood Avenue and Blanche Street, Linden, New Jersey, until 9 P. M. Eastern Daylight Saving Time on Tuesday, the 19th day of August, 1947, and then publicly opened and read. Bidders may obtain "Information for Bidders and Specifications" and additional information from City Clerk, City Hall, Linden, New Jersey. Each bidder must deposit with his bid a certified check made payable to the order of the City of Linden in the amount of \$5,000.00, subject to the conditions provided in the "Information for Bidders and Specifications." No bidder may withdraw his bid within forty-five (45) days after the actual date of the opening thereof. The right is reserved to reject any or all bids, to waive any informalities in the bids, and to accept the bid deemed most favorable to the interests of the City of Linden. By order of the Common Council of the City of Linden. Thomas J. Wieser, City Clerk.

FOR SALE

Grumman "Widgeon" Amphibian Model G-44. Low time, privately owned, in water only four times. Licensed. Price \$14,500. Will take trade. Write Box No. 578, American Aviation, 1317 F St., N. W., Washington 4, D. C.

FOR SALE

BANKRUPTCY AUCTION SALE. Newark, New Jersey Airport, July 11, 1947, 11 a. m. Eastern Daylight Saving Time at former office of Air Freight, Inc. To be sold are: Two 12-volt DC-3s. NC 56645, airframe time 3985:27, L engine 551:29, R engine 601:29. NC 54477, airframe time 3352:29, L engine 726:19, R engine 730:19. Gross 26,900, fitted for cargo. Sale subject to confirmation of U. S. Dist. Ct. Planes may be inspected at Newark Airport. Ward J. Herbert, Trustee in Bankruptcy of Air Freight, Inc., 11 Commerce Street, Newark 2, N. J.

New BG-4B2S Spark Plugs 75c each. Discount to dealers. Send for latest catalogue. Karl Ort, Dept. SP-9, York, Penna.

Beech Twin Engine C45F. 573.00 hrs. since new on both airframe and engines, 2.30 since major overhaul on engines. Executive interior, perfect condition. Licensed. Price \$37,000. Write Box No. 579, American Aviation, F St., N. W., Washington 4, D. C.

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FOR SALE

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Wings of Yesterday

25 Years Ago

Army Air Service personnel at Ellington Field, Houston, Tex., saved the government thousands of dollars for transportation expenses when the activities of that field were transferred to Selfridge Field, Mt. Clemens, Mich. Flying 21 airplanes not built for long cross-country flights, the pilots covered 1,600 miles to Selfridge Field in 16 hrs., 10 min., actual flying time. (July 1, 1922.)

At Friedrichshafen, Germany, work was started on the zeppelin airship for the U. S. Government. (July 1, 1922.)

Aeromarine Airways, Inc. opened flying boat passenger service between Detroit, Mich., and Cleveland, O. (July 1, 1922.)

A 35,000 cubic ft. capacity balloon, piloted by Maj. Harold A. Strauss and Lt. Richard E. Thompson, U. S. A. S., left McCook Field, Dayton, O., at 7:30 p. m. July 3, and flying throughout the night, landed at West Moreland, Tenn. 7:30 a. m. July 4. (July 3, 1922.)

15 Years Ago

James Mattern and Bennett Griffin flew non-stop from Harbor Grace, Newfoundland, to Berlin, Germany, in 18 hrs. 41 min., later continuing as far as Borisov, Russia on an attempted flight around the world. They flew a Lockheed Vega equipped with a Pratt and Whitney Wasp engine. (July 5-6, 1932.)

The Third Annual National Soaring Meet was held at Elmira, N. Y. (July 11-24, 1932.)

Amelia Earhart Putnam, in a Lockheed Vega, powered by a Pratt and Whitney Wasp engine, flew from Los Angeles, Calif. to Newark, N. J. in 19 hrs., 15 min. elapsed time, or 17 hrs., 59 min., 40 sec flying time, establishing a new record for women (July 12-13, 1932.)

Letters

Congratulations

To the Editor:

Congratulations on *American Aviation's* reaching the ripe old age of 10 years and surviving the perpetual ups and downs of this somewhat hectic airline and aviation industry.

I am sure I speak for the vast majority of all individuals in this industry when I say that *American Aviation* and its sister publications have done an outstanding job and have many times provided the information on which many of the policies of the industry have been predicated.

Here's wishing you a healthy second decade

in the future with, we hope, a few less problems.

RICHARD A. DICK,
Vice President,
Western Air Lines.

To the Editor:

You are entitled to the thanks and congratulations of everyone who has air transport at heart. *American Aviation* represents 10 years of real accomplishment and, above all, a continuously fine editorial job.

JOHN C. COOPER
The Institute for Advanced Study
Princeton, N. J.

To the Editor:

I want to take this opportunity to congratulate you on the tenth anniversary of *American Aviation*.

ROBERT P. BRINKLEY,
Northwest Airlines.

To the Editor:

I join with my many friends and good customers in the airline business in sending you congratulations on your tenth anniversary.

JUDGE BURTON CAYNOR,
Carlton Hotel.

Alaskan Freight

To the Editor:

One of our men has called my attention to your very interesting article on Hawaiian Airlines on page 21 of your issue, May 15, 1947. You say that Hawaiian is:

"The pioneer air freight operator among CAB-certificated carriers—The first U. S. air carrier to open up an air freight service—early in 1942."

I will enclose photographs showing the exterior, also the interior of the Northern Commercial Company's store at Ophir, Alaska.

Every piece of steel, every bag of cement, every piece of merchandise, in fact, everything which entered into the construction of this building, as well as the equipment and stock was flown to Ophir by the Alaska Airlines about 1939 or 1940. Ford Tri-motor airplanes were largely used in this movement.

A large percentage of Alaska Airlines revenue and that of its predecessors dating back to 1932, was derived from carrying freight.

R. W. MARSHALL,
Chairman of the Board
Alaska Airlines, Inc.

(Editor's Note: Everyone knows that Alaskan companies were engaged in air freight way back, but this should have been made clear in the article.)

Books

INTERNATIONAL AIR TRANSPORT, 1947.
Todd Reference Books, Ltd. British Distributor, George G. Harrap & Co., 182 High Holborn, London, W.C.1. New York Agent, Frances Sharp, 37 Wall St., N. Y. 476 pp. U. S. \$7.50.

This British aviation reference work appeared in two earlier editions as *Air Transport and Civil Aviation*, the last for the period 1944-45. (*American Aviation*, March 1, 1945). After a lapse of over two years it now reappears in expanded form under a new title. The book contains much information not readily available elsewhere, especially in the sections listing various international, national and non-governmental organizations throughout the world and describing their functions.

Some 50 airlines are briefly described and the cities on their routes, as well as those served by a number of other companies, listed. The descriptions are of uneven merit: under China National Aviation Corporation, to cite a typical example, there is no reference at all to the close connection of Pan American Airways with that company. A selected list of books, periodicals and films is given and a limited Who's Who.

In an illustrated section on the "Latest Transport Aircraft" light planes such as the Cub and Ercoupe, planes not in general use such as the Winglet, Rocket and Swift, the Platt-Le Page helicopter, and various pro-

jected aircraft are indiscriminately included along with transport types such as the Constellation, DC-6 and Vickers Viking.

A sketchy statistical section is limited largely to British flag operators. There is a brief description of representative world airports. Major K. M. Beaumont contributes a discussion of legislation and policy; and a series of articles and reprints on various technical subjects is also included.

The editors have evidently made a real effort to produce a valuable reference work and this latest issue represents a marked improvement over earlier editions. Its manifold shortcomings serve to underscore both the herculean, professional effort required to compile an accurate, thorough and comprehensive world aviation source book and the urgent need that still remains for such an authoritative manual.

J. PARKER VAN ZANDT

DECKER'S AIRPORT GUIDE. Five Volumes. Published by Decker Air Services, Inc., Fairfield, Conn. \$2.00 each.

Like many another private flyer, Dave Decker didn't enjoy trying to find services and accommodations at local airports by trial and error. So he has performed a very useful job in compiling and publishing this set of five guides which contain the essentials all private pilots want to know—what facilities are available at the airport and when, how about lodgings, meals, local transportation, etc. The five handy-size books cover the South Atlantic, North Central, North Atlantic, South Central and Pacific areas, and the airport information is arranged alphabetically by aeronautical chart sections. Compact, easy-to-use, well presented and all told, a fine job, the best yet.

Booklets

How to Travel by Air and Gain TIME. TIME, TIME is title of a booklet being offered in national advertising of The Glenn L. Martin Co. Prepared by the company's advertising agency, Van Sant, Dugdale, Baltimore, the 20-page leaflet answers elementary questions that perplex the inexperienced air traveler, such as how to make a reservation and get to the airport, and gives advice on luggage, care of the baby, and rest room facilities. The company reports heavy demands for the booklet since appearance of the first ad in April, indicating that the public definitely wants this type of information.

Beech Aircraft Corp. has published a booklet written by John P. Gaty, v.p. and general manager, entitled *Kinetikos*, with the aim of promoting safety by showing the real causes of unnecessary aviation accidents. The article was first published in the Sept.-Oct. 1940 issue of the "Beechcraft Bulletin" and is reprinted "in the interest of the personal welfare and safety of pilots and their passengers."

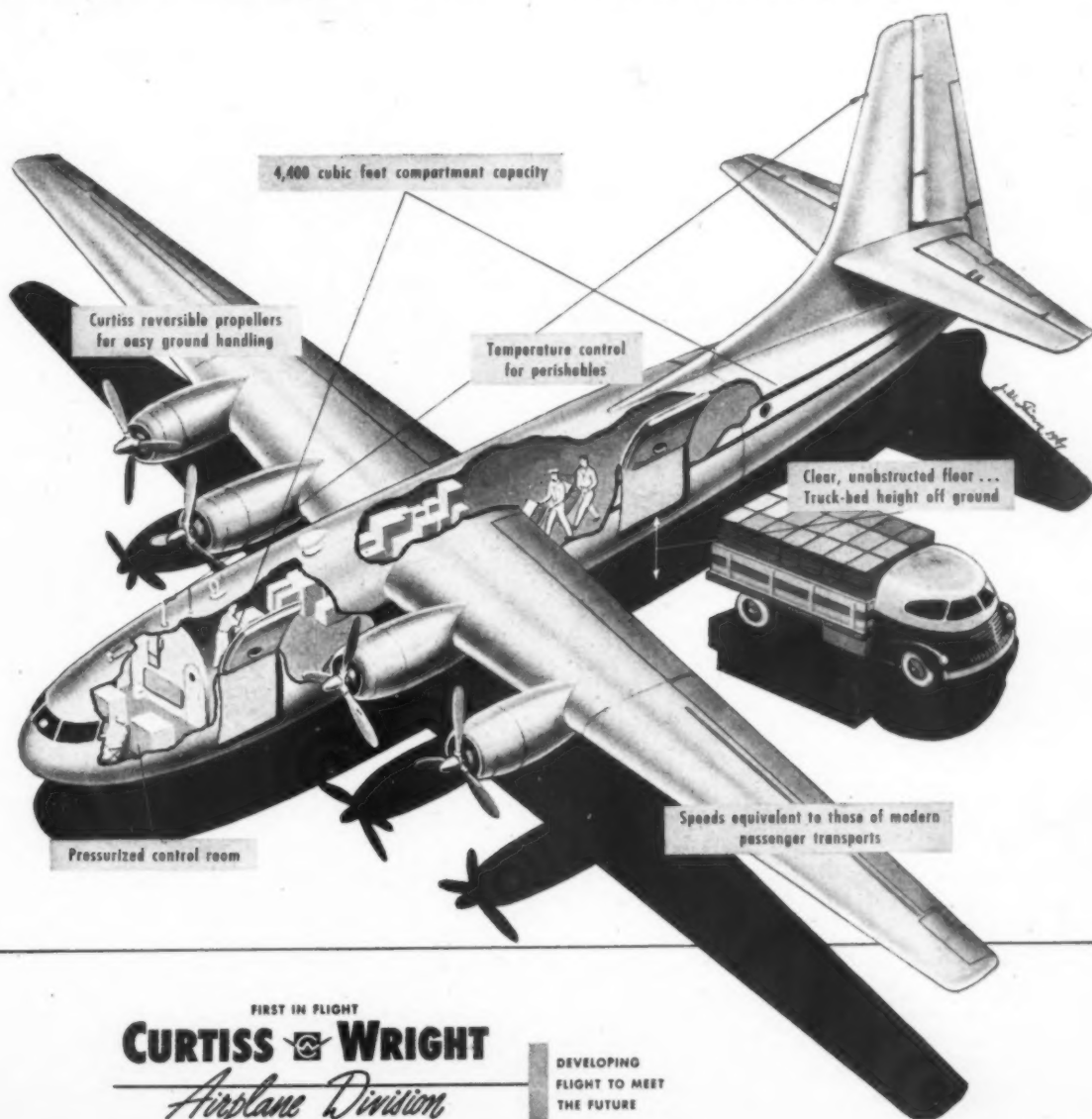
The fact that victory or defeat in any future war will hinge largely on the speed with which American industry can achieve large-scale output of air weapons is emphasized in *Air Industrial Preparedness*, issued by the AAF Air Materiel Command, Wright Field, Dayton, O. The 15-page booklet stresses that speedy output of air weapons depends on four essential preparedness measures: (1) adequate research and development; (2) aircraft industry capable of rapid expansion and supported by program of continuing procurement; (3) industrial reserve of production facilities and resources; (4) specific industrial preparedness plans undertaken jointly between the Air Forces and industry.

Air Harbor Data Book has been published by Edo Aircraft Corp., College Point, L. I., for benefit of present and future seaplane base operators. Complete with "how to do it" photos and diagrams, the 24-page booklet is a fact-filled blueprint for seaplane base construction. Copies are available from the company's sales promotion department.

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- For further information, write Division CA-2, Curtiss-Wright Corporation, Columbus, Ohio.



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